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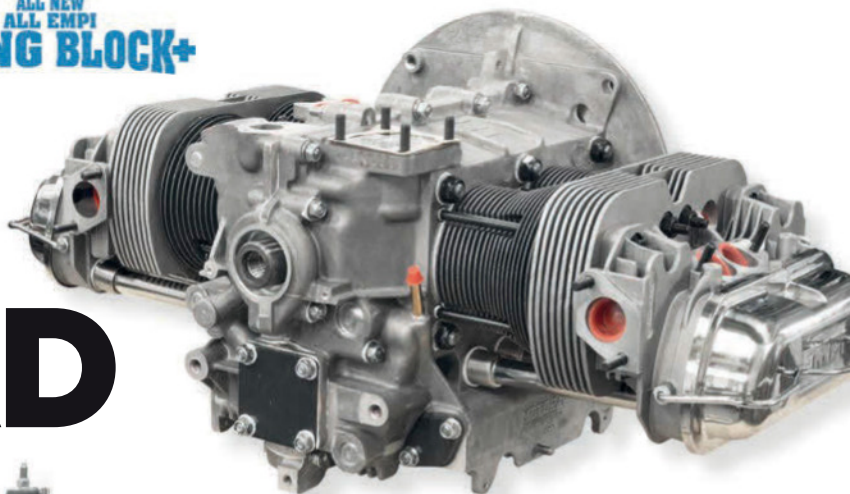


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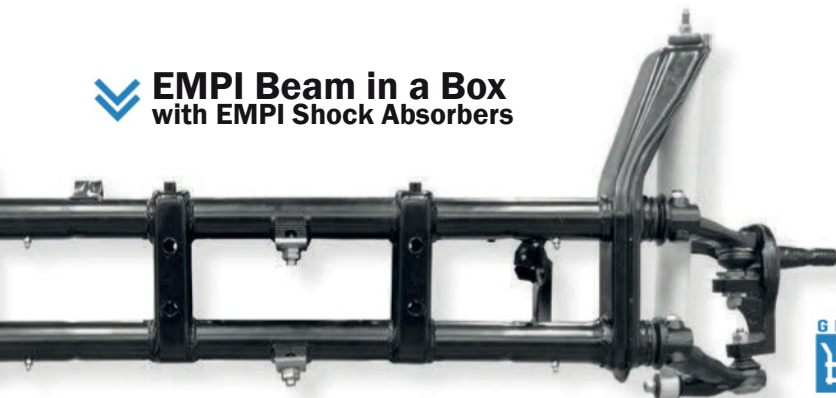


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Wheelin' 'n' dealin'

How to tell the traders trying it on from the genuine enthusiasts

It will come as no surprise to many of you to hear that we regularly receive emails and calls here at *VolksWorld* about the value of classic VWs. We try to help where we can but, to be accurately valued, any VW needs to be carefully inspected by an experienced pair of eyes who not only knows VWs, but keeps abreast of market changes, too.

Which brings me to another recurring query: "What is the current market value of a concours quality / solid and driveable / restoration project [insert VW model here]?"

Despite being something of an open-ended subject, it's perhaps a little easier to throw some kind of ballpark figure back at that sort of question. Or at least it used to be...

Right now, it's extremely difficult to follow market values as the market is all over the place. I don't just mean with VWs either as the classic car scene as a whole appears to be pretty volatile.

Traditionally, auction houses have proved a reasonably accurate gauge for restored, or high-end, vehicles.

It's fair to say that prices of Sambas, for example, have fallen dramatically in recent times. Don't get me wrong, they're still strong money, but when I think back to, say, 2017, when we started to see a few \$250-300k Deluxe Microbuses go through the block, things are nowhere near that level today.

Sure, there is a global recession, and a cost-of-living crisis. Whatever you want to call it, people don't have as much disposable income in the post lockdown world (unless you had a friend in the government and were selling PPE!), but there's also been a noticeable change in the investor market, where many of these high-end vehicles ended up.

Sadly, that meant a great many classic cars were taken out of their regular circles of ownership and put into climate-controlled collections with the sole intention of selling on again to make money.

Coming back to VW market values more specifically, it's clear there's been something of a swing from 'trade' back to 'enthusiast' in recent times, judging by the enquiries we've had over the past year or so.

Back when classic VW values were climbing (Split Buses in particular), a large number of the enquiries we received were from generic classic car dealers and private collectors looking to jump on the VW bandwagon [sic].

If you're wondering how we can tell the difference between a genuine VW fan and a classic car speculator gathering market info, it comes down to the questions they ask, and certain

keywords that flag up. A VW fan typically mentions a personal story (my dad once owned a... / I've always dreamed of owning a... / my first car was a...) and is often just trying to find out what it might cost to re-kindle or fulfil that dream.

Dealer enquiries, on the other hand, can be easily identified by the use of keywords or phrases such as matching numbers, provenance, comprehensive history, and even

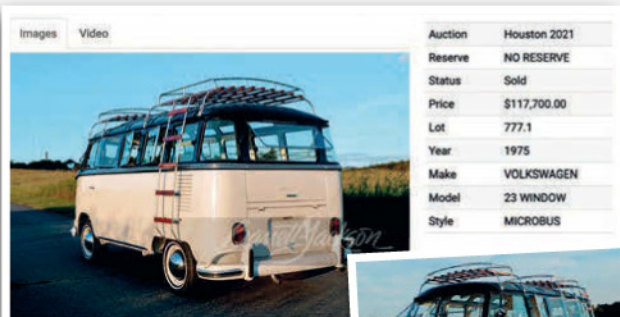
magazine featured – all terms related to *perceived* added value.

A lack of knowledge meant a lot of collectors were stung, paying way over the odds for the wrong vehicles. Witnessing several Fleetline Type 2s converted into pseudo-Sambas slipping through auctions listed as Deluxe Microbuses, for example, made us wonder when the Split bubble would burst, which it now has.

Don't get me wrong, there's nothing wrong with a Fleetline, or a pseudo Samba, but there is something wrong with claiming it's a 23-window deluxe just to try and cash in on the big bucks.

Has any of this benefitted genuine VW enthusiasts? It's hard to say, though perhaps it has pushed the value of all of our cars up a little, which isn't a bad thing. Even if somebody, somewhere, has lost a load of money, hopefully some of those Sambas that were parked up in private collections as hopeful cash cows are now back being driven by VW fans again, as they should be. ■

"It's fair to say that prices of Sambas, for example, have fallen dramatically"



▲ This is just one example of several pseudo-Sambas to have sold at auction. This 1975 model sold for \$117,700



▲ Back in 2017 the Kindig-It Design 21-window Deluxe sold for a whopping \$302,500

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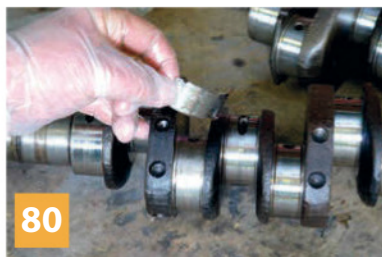
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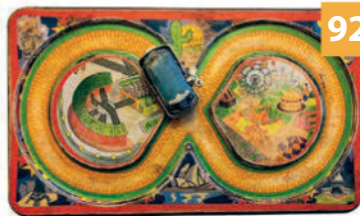
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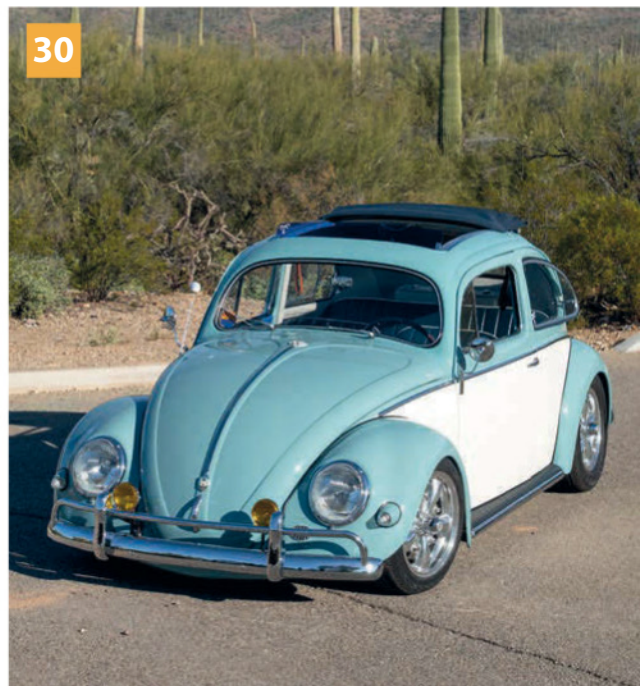
Mark Walker on why two is better than one

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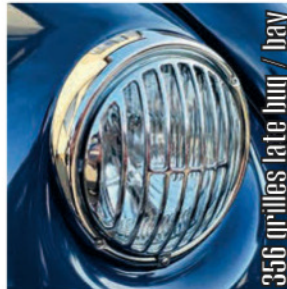
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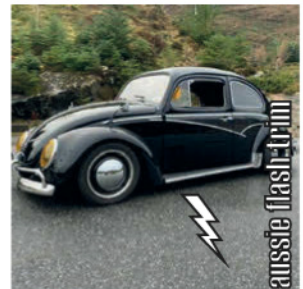
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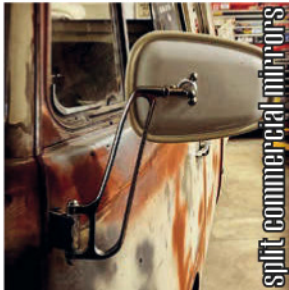
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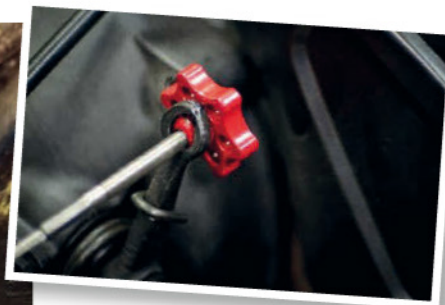
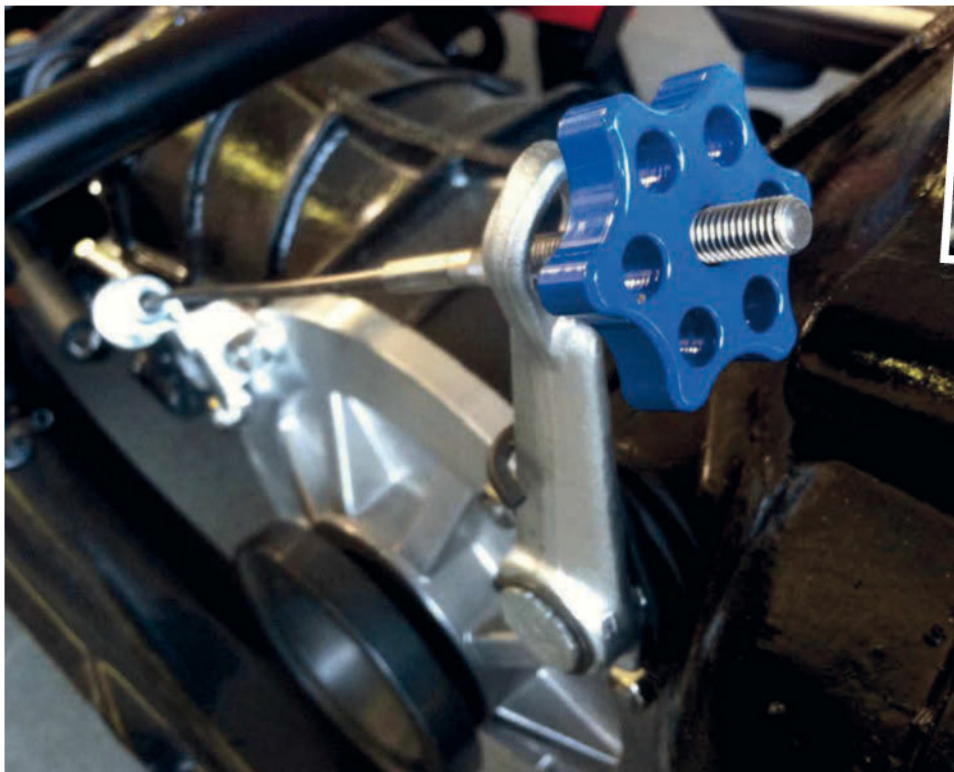
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Six shooter clutch nut

This funky new style of clutch adjustment nut is made of high-grade steel and combines an OE-shaped back with a six shooter gun barrel-style grip for quick and easy adjustment.

More comfortable in the hand, and less hassle than battling with the traditional wingnut, this is a neat idea.

There are currently four options available: raw steel; black powder coat; stainless steel and titanium. You choose.

How much? From \$29.99

From: www.airkewld.com

Well done, Mr. Bubblehead!

Visitors to this year's *VolksWorld Show* will no doubt remember seeing Mr. Bubblehead (Jay Townsend), who was collecting money for the Great Ormond Street Hospital Charity. We'd like to congratulate Jay, who raised a total of £1,654, and thank everyone that donated



Fat Sprints

The EMPI Sprint Star is one of the most popular aftermarket VW wheels of all time and, while original steel versions were made in a variety of sizes, the modern aluminium versions have been limited to 5.5 x 15in wide. Until now...

Fresh from EMPI are these new, eight-inch wide Sprintstars (now one word) that, if you've read the feature on p70, you will know were created as a one-off set for EMPI's own Meyers Manx.

Well, the wheels caused such a stir at SEMA that they've now been put into production, initially in 4 x 130 PCD (p/no. 00-2322-0) format, but with 5 x 205 (p/no. 00-2322-0) versions coming soon.

Both have 3 3/4-inch backspacing with -18mm offset and will be available from all regular EMPI re-sellers. See www.empius.com for more information.



STARTER MOTOR

Email news, thoughts and products to VolksWorld.ed@kelsey.co.uk



Le Bug Show '24

It's no secret that we consider Le Bug Show to be one of the greatest VW shows on earth, and we're counting down the days to the '24 event, which will take place over the weekend of 17-18 August.

Held at the amazing Formula 1 race circuit of Spa Francorchamps in Belgium, this immense, air-cooled only event is never one to be missed.

The show is run by the Belgian Buggy and VW Club, and this year they are celebrating 60 years of the Meyers Manx beach buggy by including an additional Top 5 trophy class dedicated specifically to kits and buggies.

New also this year is a dedicated Bus display.

You can find out more about the event, and other special displays that will be taking place, by following Le Bug Show on Facebook.

For now though, we'd suggest you head immediately for www.vwbugshow.be and book your tickets. We'll see you all there!

Power to the people

Volkswagen has established itself over decades as a world leader in the fields of advertising and marketing, with standout campaigns that resonate on multiple levels with audiences around the world.

From the iconic 1950s and '60's print adverts to recent collaborations with film franchises and celebrities, VW has continually found innovative ways to communicate with the public in a stylish, often playful, way.

And now we have YourWagen, which takes things right back to the car's most basic concept. We all know Volkswagen means 'the people's car', but without the 'Volks', there is no 'wagen'.

Hence, they have reached out to the people, their people, that live with and love their Volkswagens. By now, you may have seen some of the advertising on TV, with tag lines such as WalkiesWagen, MumsWagen, LukesWagen and so on – each a personal story of a VW owner (or family) and their VW.

Our favourite is LukesWagen, as this tells the story of one of the nicest guys in the UK VW industry, Luke Theochari of Terry's Beetle Services, and his genuine Herbie movie car. Luke was awarded the Spirit of the Show trophy at this year's *VolksWorld* Show and has been a close friend and supporter of the magazine since its launch. He epitomises the YourWagen concept, so well done Luke (and VW!).



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Your SHOUT!

EV for me? No thanks

Dear *VolksWorld*, I'm writing to congratulate Paul (Knight) on his editorial column regarding EV conversions (June '24 issue), which not only covered the key points and clarified / answered a few questions but also raised a few issues I hadn't previously considered.

I'm an elderly VW enthusiast and owner of a 1972 1500cc Beetle. I'm still driving (at 90 years of age) but I don't work on my car any more, preferring these days to sub-let maintenance and repairs.

Anyway, Paul's summing up of the EV conversion situation made me smile,

not least because I could sense all the traditionalists blowing raspberries!

For me, the loss of the Beetle roar, the pleasure of hearing the engine fire and the positive feel of changing gears could never be replaced by the silence of an EV, with only the horn to let anyone know you are there... but good luck to all those who make (and can afford) to make the change.

Thank you for keeping the VW magazine so interesting.

David Stanley
via email

VW: EV conversions are certainly a very contentious issue in the whole classic car world these days David and we don't need to go into why again here.

Keep smiling and keep on VW motoring!



FROM THE TOP
volksworld.ed@kelsey.co.uk

Our friends electric

EV conversions in classic VWs. Discuss...

Every now and then, a topic crops up at *VolksWorld HQ* that divides opinion, and this month it's the subject of electric vehicles we've been debating. Not EVs in general but, more specifically, converting classic cars to electric power.

For the record, I'm not quite as cynical as some of the 10th issue members, as I genuinely think there's a place for electric conversions in our hobby. However, it's a niche part of our hobby, and, as the tech and range improves, I think the appeal will continue to grow. So, as we're on the subject, I thought I'd run through some of the key points that crop up during our conversations.

1. **History / heritage**
Yes, there is an element of history I would never mess with, so I'd certainly balk at the idea of electrifying a Schwannwagen, for example, or a 1940's Spitfire. However, you could argue that a 21st-century VW with a crash box would likely be a more suitable / drivable vehicle with an electric conversion. This was definitely one of the sticking points for some main members who consider an alternative engine to be downright offensive to any classic car!

2. **Whistle my**
Next, we come to the classic VW 'whistle' tailpipe. More generally, the sound of a classic car. I agree with this point, to a degree. Yes, the iconic tailpipe whistle is an integral part of the character of a classic Beetle, but a Bay Window this, or my own Type 1 Northback, doesn't emit that same 'whistle' from the single tailpipe exhaust, so much so, I sometimes find myself blipping the throttle in my 10th

just to check it hasn't cut out. That's how quiet it is in the cabin with its 11" 1500 single port running like a vacuum. So, if the sound isn't part of the experience, an electric conversion might work well as a car like that. There's also ample room for batteries under both the bonnet and the boot, it's almost like it was made for it.

3. **Fast 'n' loud**
The same is not true of my '72 Cal Looker, though, as the sound of a screaming motor with thrifty injection isn't an essential ingredient in the Cal Look cocktail!

With no soundproofing, and just thin aluminium panels separating the motor from the cabin, I can hear every component operating when I drive that car. It's infuriating, and an assault on all the senses. Every time I drive that car, I return home with my nose ringing, my ears aching and my clothes smelling of oil!

In short, that car is a bit of a blast but fun and would never be a candidate for an electric conversion, period.

4. **Tinkering time**
Some VW owners prefer to spend weekends driving their cars tinkering with them, and for those people the electric conversion might appeal due to the minimal maintenance required.

Others, myself included, get a real kick from building motors, playing with electronics, adjusting ignition timing and doing basic maintenance on our VWs. In fact, I consider it one of my favourite parts of the hobby and, while I love driving my car, I'm not sure they'd be as much 'fun' without the workshop element.

5. **Range anxiety**
This is the big one. Sure, there are options to fit additional batteries in some classics, but in those where space is tight, the potential range can be pretty minimal.

That said, I personally don't drive my VWs great distances on a regular basis. Typically, I'll fire them up on a sunny Sunday and take a cruise to the seaside for an ice cream, or just have a blast around town, in which case no miles would be amiss for the majority of such journeys.

Where it would be a problem would be when I want to hit a show further afield, or on the continent. I guess I'll just have to wait until the technology has caught up and the range increases to find out.

I have no doubt we'll be covering more EV conversions in the future but, for now, please do send your thoughts on the subject to volksworld.ed@kelsey.co.uk



Does anyone know Stanley?

Dear *VolksWorld*, I'd like to introduce Stanley, my 1972, patina-dressed, work-of-art Beetle.

I bought him about two months ago from his owner for the last eight or nine years, who was based in in Epsom, Surrey. They told me they only used the car for Sunday trips to the pub and the occasional local VW show, so the M25 / A12 trip to my home was the longest the car had been on for some time.

The good news is he didn't miss a beat and attracted lots of smiles, though I have to admit my dear lady and I said a few prayers as we entered the busy Dartford tunnel, but all went okay in the end!

The reason for my writing is the story goes that Stanley was bought at the 2016 *VolksWorld* Show. I have watched a few YouTube clips and

think I glimpsed him (with different running boards fitted), which ties in with the story from the previous owner.

Other than that, I have no history, so was wondering if any of your readers recognised him, or knew anything about Stanley's earlier history (registration no. RTW 529K).

Many thanks,

Trevor Bellis (trevtrom1@gmail.com)
via email

VW: Well, the word is out Trevor. I'm sure if any readers know any more about 'Stanley', they'll get in touch with you directly.

In the meantime, enjoy your time behind the wheel (and we know just what you mean about the Dartford tunnel!).

EV for me? Yes please

Hello there *VolksWorld*,

Hope you are all okay. I'm sure I'm not the only person to write to you about electric conversions in VWs, but here goes.

I live in central Manchester and have been giving the subject lots of thought of late. I know the cost of the conversion doesn't make any sense financially, but I love my Beetle and use it regularly for short journeys. I also have off-street parking so can easily charge it (something I know is a big problem for a lot of people). I'm now seriously considering going down this route so I can carry on Beetling.

My Bay Window Bus, on the other hand, lives on the street and we regularly drive long distances in it on family holidays, stopping over or carrying on whenever we feel like it. To me, it would make no sense at all to convert this one as I would constantly be worried about finding a charging point, and I just can't see them becoming commonplace in the remote places we prefer to head for, at least not in my lifetime.

I appreciate I'm fortunate to be in a position to even consider the cost of an EV conversion, but then I bought my two VWs when they were much more affordable than they appear to be today.

How's that for a considered and balanced view on the subject?

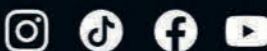
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■ '52 RAGTOP SPLIT

El Rey *of light*

A '52 Split ragtop is a desirable car in any form, but add a hot turbo motor and detailing from some of the best in the business and you've got a sure-fire winner

Words: Mark Walker Pics: Alex Arredondo





I

've only been a passenger in three Split Beetles in my life, but each time it was a surreal experience. Surreal in a good way, but also in an 'I'd have to sell body parts to own this' way. I guess it all depends

on just how much you want something, and how much you are prepared to forego to own it.

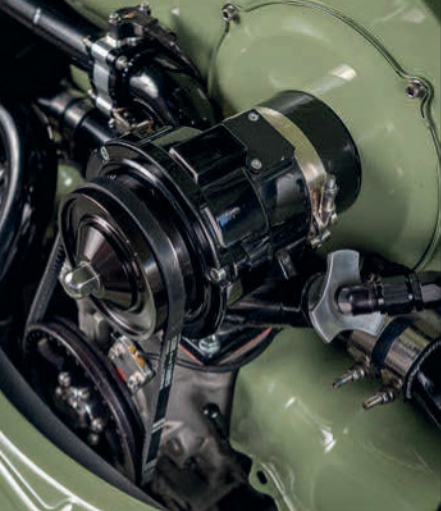
You see, it's not just Split Window Beetles themselves that command big bucks these days, but the parts for them are crazy expensive, too. Seriously, you could buy a complete, running late model Beetle for the price of just one part, as I found out at Bad Camberg in 2011 when I spent the weekend with a friend there who was looking for cog logo parts.

Let's just say everything on offer there for those cars was well above my pay grade, which is a reasonable explanation for why I've never really coveted such cars.

Consequently, the most important thing when it comes to buying a car of this era is to but one that's as complete as possible, unless you have no intention of restoring it of course. Fortunately, this car had been imported from Germany as an all-original 'survivor'. It had sustained some minor front-end damage at some stage, but still had all its original body panels intact.

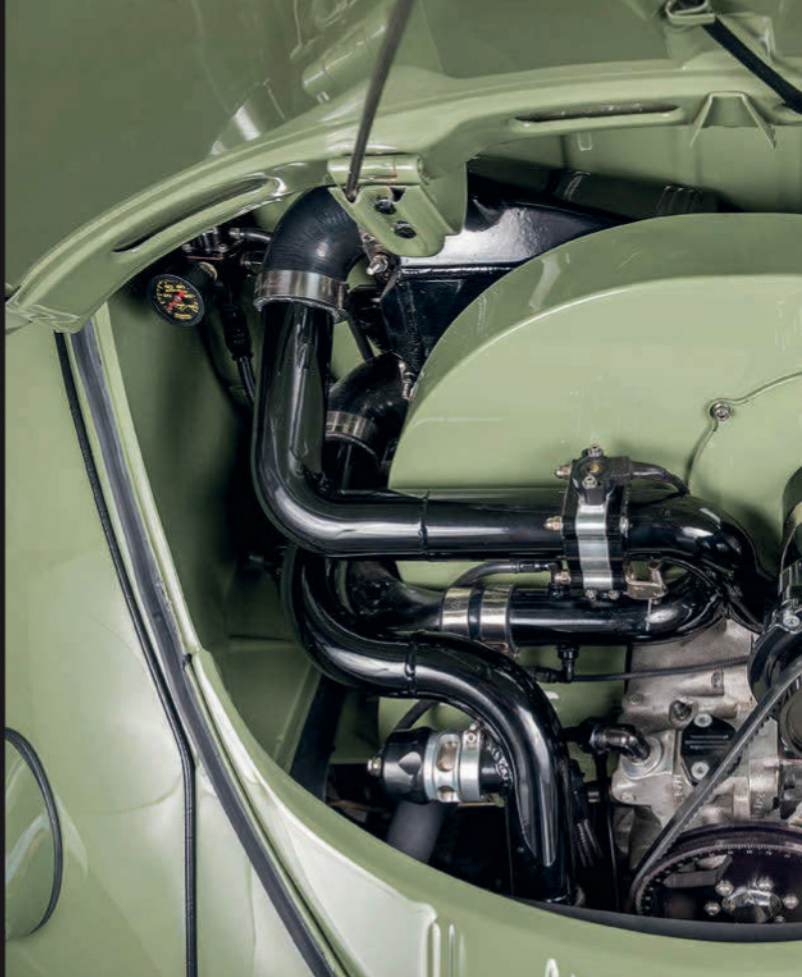
A life in VWs

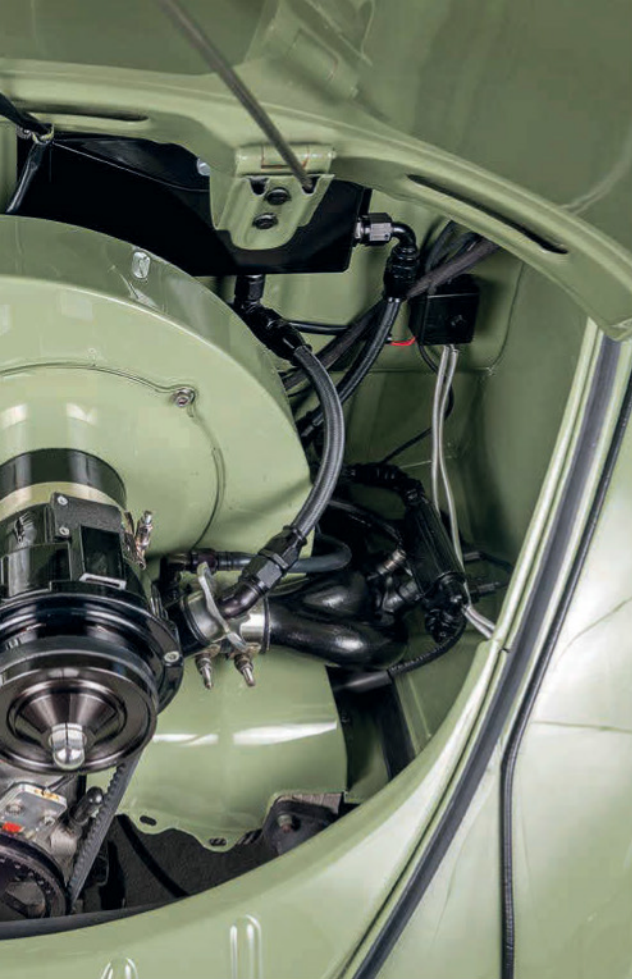
Its owner, Jose Salazar, owned a 1960 Karmann Cabriolet while in high school (which he still owns today). He's since gone on to become a successful contractor, and enjoys living on a large hacienda estate in Powder Canyon, so has the *cojones*, and funds, to pull off a build like this.



< Detailing in the engine bay is just as intense as everywhere else, with a mixture of satin and gloss black working with colour-coded 30-horse tinware

> Additional pipework in the engine bay tells you something exciting is going on here. Though you cannot see it, there's a Garrett T3/4B turbo forcing fuel above atmospheric pressure into the 2332cc engine via a single 50mm throttle body. Power output is estimated to be 275-300bhp





“It had sustained some minor front-end damage... but still had all its original body panels intact”

As soon as the car arrived, he contacted his friend, Henry Marchena, at Henry Marchena Restoration (HMR) in Fullerton, CA and booked it in for its transformation. Henry wasted no time in stripping the car, which we're told was a nice candidate for restoration, though it still needed countless hours of work to correct the minor rust and straighten out the body metal before it was deemed ready for the paint process.

When it came to the colour, it was always going to be the original L11 Pastel Green, but accented by a twist of darker paint in the mix to give more of a custom feel. This was achieved in house at HMR using PPG materials – five layers of basecoat and a further five of clear lacquer in total.

The mild custom colour works very well with the detailing of the wheels and blacked-out (or murdered out, as the kids call it) engine parts.

Despite being a deluxe model, the bumpers were colour coded to the body and accented with a pinstripe.

'Pantastic

HMR was also responsible for restoring the original floorpan, and painting it in high gloss black before it was shipped off to Dave 'Pip' Pipoly at The Compound in Bellflower.

Pip installed a four-inch narrowed beam from Jer-Fab, along with front and rear four-piston Wilwood disc brakes from the 'king of ingenuity', Russell Ludwig at Old Speed in Paramount. Russell looks

at suspension and brake parts differently from anyone else, and always comes up with 'firsts' that are often subsequently copied, but rarely bettered.

Pip and his crew – Bob and Mike – then installed a dual circuit master cylinder and show quality stainless brake lines throughout, before fitting the Dave Folts-built Berg five-speed transmission with limited slip differential and short axles.

Finally, the blacked-out original 4.5 and deep six Fuchs were added and the body bolted back down with one of The Compound's stainless VW hardware kits from EMPI.

Next, the baton was passed back to HMR, and onto Vic Menjivar of The Lab Aircooled Speed Shop in Rancho Cucamonga, CA.

Turbo time

Vic built the insane-looking 2332cc turbo engine using a new Auto Linea case as a foundation. The internals comprise a DPR 84mm crank, H-beam rods, AA 94mm barrels and pistons and a TL302-112 turbo grind camshaft.

The heads were built up with 42 and 37.5mm valves and CB Performance springs.

As the car runs a single 50mm throttle body, rather than carbs, Vic decided to use TL EFI management with a crank trigger and a custom-made horizontal injector intake. There's also an air intercooler, Garret T3/4B turbo and a V-trim stage 3 exhaust in the mix.



> It's a genuine 1951 California plate, not a '52, but who's counting when it looks as good as this? Solid Volkswagen dealer frame surrounding it is a desirable piece, too.

The car is a deluxe, but to ring the changes Jose had the bumpers colour coded to the car, then accented with red for a nice bit of contrast





< There's a lot to take in with the interior on top of the magnificent re-trim in the correct Split cloth, sourced from Germany. Check the rear-view clock, locking glovebox doors and Telefunken radio for starters. But if you then delve down between the seats you'll find things are a bit more up to date with a line lock and dual function oil pressure and temperature gauge, plus a boost and air / fuel ratio meter, both from Innovate Motorsports

> NOS Petri steering wheel designed for a Porsche 356 is a beautiful and stylish piece, further enhanced with a full circle horn ring

Everything that could be was powder coated or otherwise detailed, and the effect is stunning.

With the 'pan and running gear completed, HMR took up the baton and completed assembly of the car. The interior is flawless too, with repainted seat frames, German square weave carpet and fabric sourced from Marcus Raeke at Wagenmanufaktur in Germany.

Five on it

There's a Berg 5 locking shifter in there to bang through the gears and an NOS Porsche 356 steering wheel with Petri full-circle horn ring, but everything else is stock. There are a few rare accessories thrown in for good measure, including a Telefunken radio, locking glovebox doors, aluminium ashtray clock and a VDO clock on the rear-view mirror.

Alex Hernandez was entrusted with stitching up all the interior parts, making the door panels from scratch, re-trimming the seats, adding the wool headliner and green ragtop cover (but not before all the sunroof assembly was rebuilt, powder coated and detailed).

Final touches include the Compound restored, original solid frame Split pop-outs, a new set of windows by Lakewood Glass, restored headlights, NOS Marchal Fantastic fog lights, genuine Albert swan neck mirrors, Robri aluminium gravel guards and boot scraper and a centre-mount aerial.

✓ Due to the poor quality of so many aftermarket items, wherever possible original parts were painstakingly restored and pressed back into service. That includes all the car's light units



“it was always going to be the original L11 Pastel Green, but accented by a twist”



^ Der Blitzkrieg Kifers is a club name that crops up again and again on full tilt show cars, often with big motors, and always with off-the-scale detailing

< That 5 on the Berg shifter top tells you Jose has another cog in the bag when he hits the freeway. Renowned VW drag racer, Dave Folts, built the 'box to boogie, including a Quaife LSD for two-wheel peels



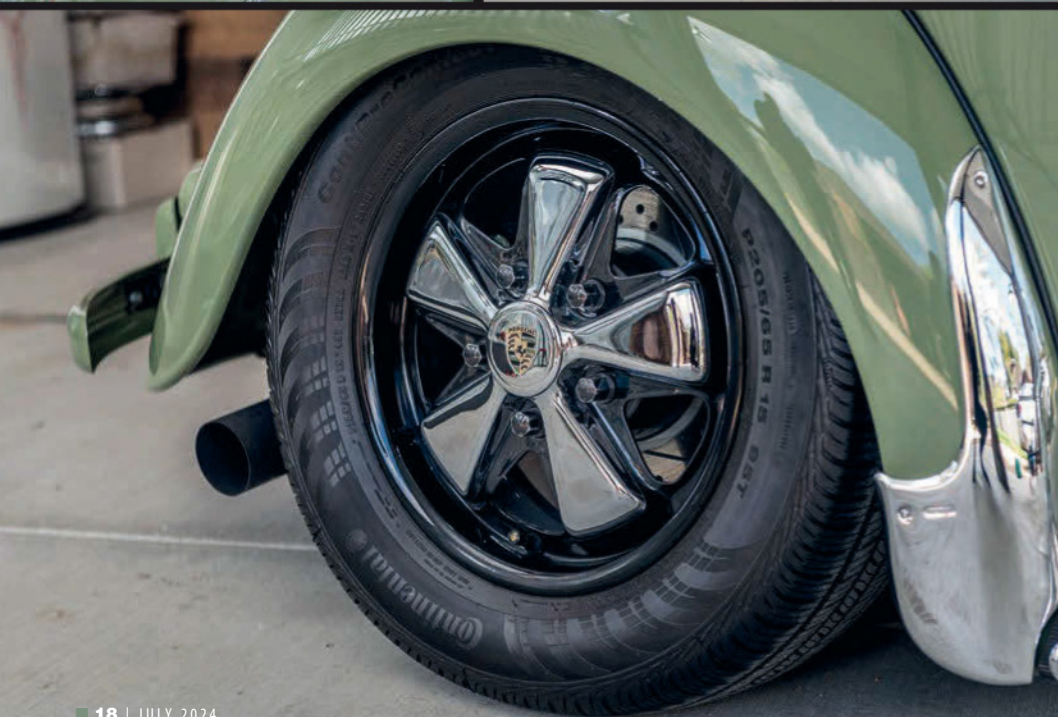
'52 RAGTOP SPLIT

All that was left after that was to bolt on the period correct 1951-style California number plate in a rare, early cast aluminium frame.

Social storm

The finished car was named 'El Rey' and took the SoCal VW scene by storm, with a ton of videos of the car hitting social media on the day of its debut.

Sure, there are earlier, and rarer, Split Beetles than this, but a '52 11G ragtop with crotch coolers will always draw a crowd. That will never change. And fortunately for those of us who will never be in a position to own one, there are guys out there like Jose building cars like this, so we get to experience them without personally funding them! Thanks guys. ■



< Slightly different treatment of the perennially popular Fuchs wheel gives them a more sinister look and really makes the polished spokes stand out. They're original 4.5s and deep sixes with 155/60 and 205/65 low profile tyres

> There are a carefully chosen collection of period accessories on the exterior of the car, including Robri gravel guards and very desirable solid frame, Split Window pop-outs



“Everything that could be was powder coated or otherwise detailed”



Life of Bryan

One of the many people who were blown away by El Rey when it made its debut was artist, Bryan Gira. Bryan is a prolific, wordy poster on Facebook with a ton of knowledge about VWs and early woodie station wagons.

He's been a part of the southern California VW scene since the 1980s and uses influences drawn from that in his very detailed artwork, which he turns into large posters and prints and is now looking to sell to help fund his car hobby.

He creates these pieces by layering multiple images and elements together, each one taking weeks to pull together.

Inspired by his work, several car owners have already commissioned one-off renderings of their cars and, while Bryan doesn't currently have a website, you can find him on Facebook. Hit him up there if you want a unique characterisation done of your car similar to those shown here.



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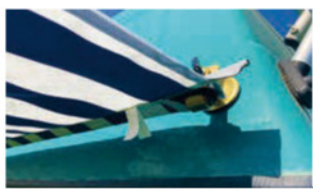
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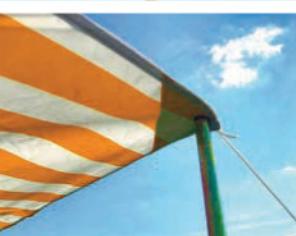


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Camper *Deluxe*

Words and pics: Stephan Szantai

Gerry Gutierrez shows us what might have been built in 1966 if Westfalia had started with a 13-window Deluxe



“the camping part of the interior displays significant Westfalia influence”



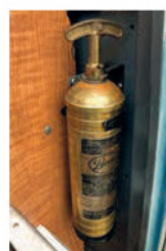
olkswagen took a smart approach when developing its Type 2s through the 1950s, resulting in a very complete line of vehicles, each serving specific purposes. Some commercial models such as the Single Cab and Panel Van were designed to carry varied cargo,

others had a duty to transport (somewhat) comfortably seven or eight people. Then there was the multitude of specialist conversions, from cherry pickers to tipper trucks, all with a specific purpose in mind.

During the Split Window era (1950-'67), customers could buy three versions of the popular people movers. Budget conscious clients might order the plain 11-window Kombi, with its primer-finished cargo compartment, available with or without seats in the cabin.

At the other end of Volkswagen's model line was the Deluxe Microbus, featuring up to 23 windows, aluminium bumper and body trim, a more luxurious interior and cheery, two-tone colour schemes (though an all-white version was also available).

Nestled in between the two resided the popular, passenger-friendly Microbus, called Standard Microbus in some markets for added clarity.



➤ Going back to the 1930s this time, the brass Pyrene fire extinguisher is a lovely looking piece of kit

◀ Gerry loves nothing more than rummaging through antique shops, estate sales and online auctions, looking for vintage goodness



To the left of the bed, Gerry crafted his own, shorter, Westfalia-style storage cabinet



The additional windows in a 13-window Microbus really ups the amount of interior light, compared to a regular Westy



➤ Late 1950's Japanese Yashica camera and Zenith radio are just some of Gerry's vintage finds that have found their way into the Camper

◀ Though not antique, the Volkswagen-themed tableware complements the live simply philosophy



What about Campers though? You might think VW would have used a nicely appointed, two-tone model to match the excellent equipment mounted inside, but not so. Westfalia-Werke, the German company appointed by VW to be in charge of the conversions, started out with the basic Kombi, resulting in Buses that appeared plain on the outside, especially when compared to a Deluxe Microbus.

For your considerable money, you got no exterior mouldings, no chromed VW emblem on the nose, not even some fancy bumper trims. Yet even without these exterior frills, customers responded positively to the Type 2-based Campers, loving the well made and neatly appointed camping-orientated interior.

Crossing point

What might happen if you crossed a Westfalia-type Camper with a Deluxe Microbus, with its extra windows and brightwork? Well, Gerry Gutierrez's 13-window '66 answers that question.

Its exterior has that undeniable Deluxe feel, while the interior incorporates a range of camping equipment akin to what you might find in a Westfalia.

We discovered this super cool VW during an air-cooled Bus show held on the pier in Huntington Beach, California.

Among the many Type 2s displayed, we kept being drawn back to Gerry's Microbus, partly due to its great looks, but also the way he displayed it with all its vintage camping goodies, which he regularly uses by the way.

Having made initial contact there, we met up again several weeks later in Vista, near San Diego, where we happily cruised around together for a couple of hours before settling on a few spots to photograph his cool Camper.

Gerry never had any experience with VW Buses until he purchased this '66 example. His Volkswagen adventures began with Beetles, followed by an award-winning '57 Lowlight Karmann Ghia, which he restored from the ground up. It was that car that led him to become involved with a local club, Volkär Räder V-Dub Klub.

About a decade ago, though, he decided it was high time he tried his hand at owning a Bus.

Rose-tinted challenge

"It was a mix of a challenge and nostalgia. Although I never had one, I realised I should really have bought a Split Bus instead of the '57 Ghia," he says.

The fact it cost just \$4,000, in the mid-2010s, should tell you all you need to know about its condition.

"It was rough, basically just an incomplete rolling 'shell," Gerry recalls. But he was fired up and had the motivation to teach himself some skills, starting with straightening the panels and

bringing the tired bodywork back up to shape. Impressively, when you look at the finished article, Gerry actually learned to weld, do body prep and perform various mechanical interventions through the restoration of this Bus, but emphasises that he also received substantial help from friend, Mike Smith, along the way.

"You might call it a backyard project, since almost everything was done outside, except for the paint," says the proud owner.

Stripping, gutting, cutting, welding, sanding, priming, prepping... The lot. The resurrection took four years in total, with occasional month-long breaks.

Gerry remembers finding good sheet metal proved tricky at times, but he wasn't in any great rush and the timeframe allowed him to locate a number of accessories to go with the Bus as well. We'll come to those in a minute.

Putting on the shine

Although the 'shell had been resprayed at some point in the past, Gerry chose to repaint it with the factory colour combination. A look at the M plate attached to the bulkhead panel behind the front passenger's seat divulged the appropriate two shades: Sea Blue and Cumulus White. Mike applied the single-stage paint, achieving just the right amount of shine to replicate the 1966 factory finish.

From the beginning, Gerry aimed for his Bus to be "as bone stock as possible."

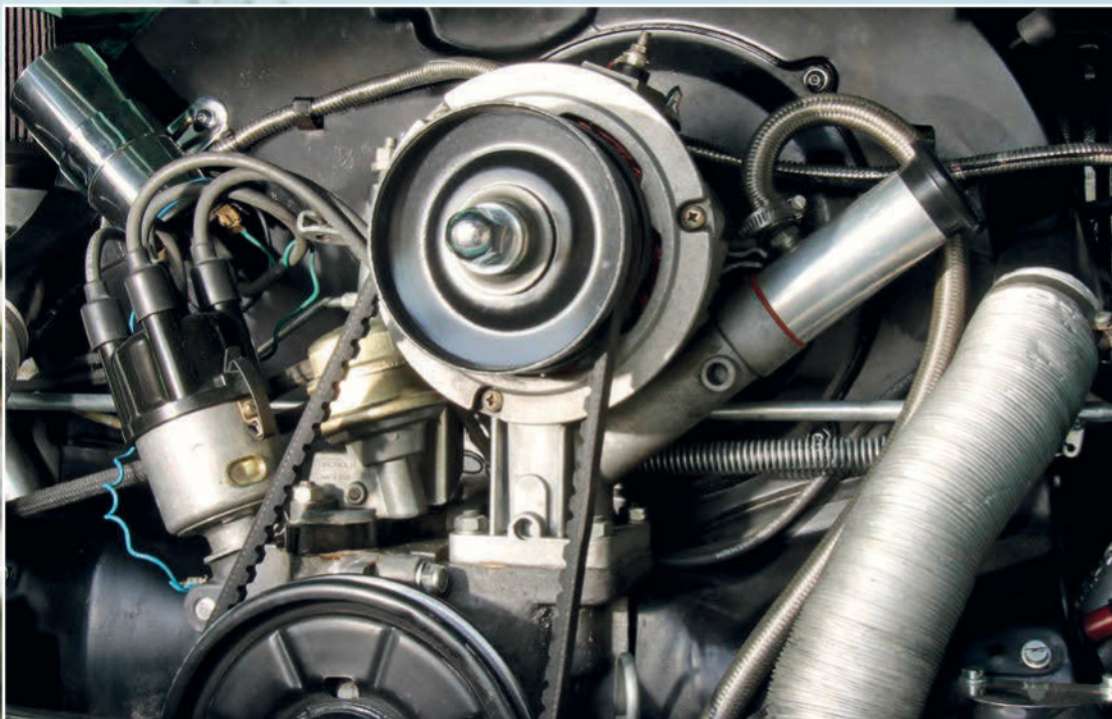


"The fact it cost just \$4,000, in the mid-2010s, should tell you all you need to know"



^ A 1966 / '67 British Automobile Association (AA) badge is a perfect addition, and talking point in America

✓ Located in Manchester, UK, Kuhl-Tek Ltd. provided these engine air scoops



^ 1600ccs are all Gerry needs to live life in the Split lane, giving him ample time to smell the roses as he travels around





Several additional items, such as an old compass, cup / 'phone holder and a dancing Beavis dress up the stock dash



◀ You don't get a lot of feedback from a Split Bus dash, but at least you know how much fuel you have in the tank. Thermometer and manual mileometer add to the data bank

➤ Although made in aluminium, the reproduction door pull closely resembles the stock Volkswagen part



▲ What do you reckon – 33,384, 133,384 or 233,384 miles on the clock?

▼ Next to the VDO clock, an AAC cup holder doubles as a handy 'phone holder



This sentiment explains his choice of keeping the suspension at factory height. Yet, for a little bit of added safety, he installed a front disc brake kit from AC Industries to give the stock drums in the rear a helping hand.

He also chose to keep the original 1966 VW wheels, painted and equipped with commercial spec Milestar Touring SLE 185/70 R14 tyres.

Given what we've just said, you won't be surprised to find a simple and reliable 1600cc engine under the lid, with the only modification being its electrics converted to 12V. This is paired with a gearbox fitted with a tall 3.88 ring and pinion, allowing for a pleasant 70mph cruising speed on the freeways of California.

This is all very nice, but it's the interior that is the true highlight of Gerry's Camper. The driver's area may not look much different to any other '66 Split, featuring the original

steering wheel, shifter and grey upholstery, sewn by a local trimmer. However, the camping part of the interior displays significant Westfalia influence.

Gerry: "I bought the Westy pieces from a guy here in San Diego. The camper kit included a sink and a folding z-bed."

While Split-era Westfalia Buses typically have tall cabinets, Gerry opted to build his own side furniture from scratch to avoid blocking the windows. Birch plywood panels cover the headliner and sides of the cabin, too. Looks cozy, eh?

Goody hunter

Besides collecting scale-model VW Buses, Gerry likes to hunt for vintage products, which he uses both at home and on his regular camping trips. He sources these treasures from estate sales, antique stores, and occasionally online.

"You might call it a backyard project, since almost everything was done outside, except the paint"



The build



▲ Featuring a non-stock, but period-looking pattern, the seat covers were made by a local trimmer



▲ The '66 as Gerry bought it. Little more than a rolling 'shell', but with potential



▲ Cutting, welding, grinding and body prep was all done out in Gerry's back yard



▲ Though he did concede to move it inside for his friend Mike to lay the fresh paint on



▲ A Camper is for camping, that's Gerry's motto, and that's what he uses his Bus for

Check out the selection of items in the photos, including a 1930's brass Pyrene fire extinguisher, late 1950's camera and radio and a '50s Coca-Cola cooler. Camping buffs will likely appreciate the 1960's Coleman equipment too – picnic stove, lantern, ice chest and more.

Though it all looks very period, not everything in Gerry's Bus was produced over half a century ago. Several new pieces came from Aircooled Accessories in the UK, including the cup holder, door pull handles, gear shift extender, windscreen wiper wind deflectors, commercial mirror arms and window vent trims. Another British company, Kuhl-Tek Ltd, provided the scoops that channel additional air into the engine vents.

Our resourceful camping fan also crafted the vintage-style awning himself, based on old photographs.

Missing link

Lastly, the body and bumpers benefit immensely from Deluxe Microbus mouldings, which set the whole package off a treat and add what you might call the missing link between Westfalia's own creations and VW's Deluxe Microbuses, circa 1966.

Since finishing his one-off creation, Gerry has been thoroughly enjoying using it, with a first long-distance drive leading him to the Buses By The Bridge event in Arizona.

"It always gets attention everywhere it goes and sparks conversations. I love that about it, and I plan to keep it for a long time," he adds. ■



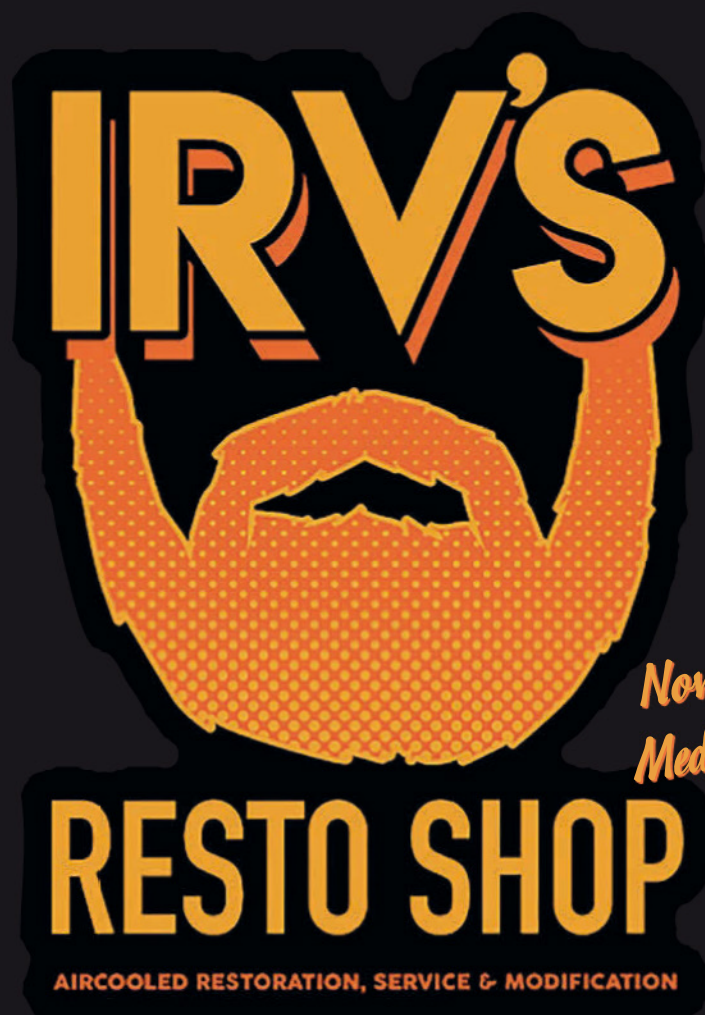
Superhero fabric was chosen for the cheery curtains

The new ladder is built to last, being manufactured in stainless steel

AAC window vent trims help keep insects out and a steady flow of cool air into the cockpit



"It was a mix of a challenge and nostalgia"



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Whole lotta

A lifetime of VW ownership led J.R. Peters to seek out and build his interpretation of the ultimate Oval

Words: Gordie Woollacott Pics: Eric Arnold





Flat4 GT wood rim steering wheels look good in anything, adding a sporty touch to Volkswagen's classic but pedestrian interior design



Column-mounted gauge holder is by Aircooled Accessories, and J.R. has chosen to pop a VDO oil pressure gauge in his



While hanging around below the dash is an Auto Meter 8,000rpm rev counter

Those of a certain age might fondly recall the *Yellow Pages* advert fronted by the fictional writer, J.R. Hartley. The premise is that, eventually, he finds a book he's been looking for, thanks to the big yellow book of contacts.

Well, today we have our very own J.R., though this time it's J.R. Peters in Tucson, Arizona. Our J.R. wasn't looking for a book on fly fishing though, rather something far more suited to these pages. Although, if you're keen, I'm sure we can get our own PK out on a rowing boat sometime soon!

What J.R. desired was an Oval Window Beetle, and his journey began in Clear Lake Oaks, California, where he found what he describes as a 'fair condition' '57, unsold on eBay and advertised at \$2,000.

"There wasn't much body damage at all," he recalls, noting that most of the car's original panels were still in place. This included three of the original wings (the driver's side rear being the exception), the bonnet and decklid.

It was this relative completeness, and his burning desire for an Oval-era car, that had J.R. pulling the trigger on this one and

dragging it home, the equivalent of driving from Land's End to John O'Groats (an 18-hour trip, and that was just one way!).

Blowing chunks

Though it was his first Oval, it wasn't his first VW. That was a '72 Super Beetle, affectionately dubbed the Chicken Chunk, which was then followed by a super straight '64 that served as his pizza delivery vehicle for several years. But the allure of owning an Oval was always there, just waiting for the right moment.

The first job once the bodywork had been sorted was to get the car into one colour. The paint, intended to match the original Horizon Blue, ended up being a bit off due to a colour matching mishap at One Day Paint and Body.

"I had them run a match off the inside of the glovebox, but they were colour blind," J.R. jokes, going on to admit that the unique shade of blue they came up with eventually grew on him.

The car rides on Continental Pro Contact tyres and has been lowered using an original beam, narrowed two inches and fitted with adjusters and Jer Fab two-inch drop plates.

A.C. Industries zero offset disc brakes rotate on CB Performance dropped spindles,

with Ride Tech short shocks all around soaking up the bumps.

Under the bonnet, the Beetle boasts an 1835cc engine built up on a new AS41 case, with 044 heads with Scat 1.4:1 ratio rockers, a balanced 69mm crank and an Engle 120 cam. It also features Spanish Weber 40mm carbs on space saver manifolds, a Bernie Bergmann shroud and a CB Performance electronic distributor, all put together by Brandon Sarff at Speed Shack LLC locally to J.R. in Tucson.

It was later partially stripped and rebuilt by Jim Taggart at Bugs 'n' Buggies after an unfortunate 'incident' with a child and some small metal objects.

Down the Jim

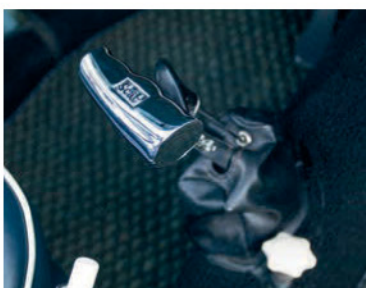
"I took it to Jim after my four-year old dropped two washers down the fuel pump hole when I was doing some maintenance," J.R. grimaces. "In fairness, it was all my fault."

"Jim also graciously let me use a vacant spot at his shop, and offered his vast knowledge while I was re-assembling the car on my days off for about nine months."

Inside the car, J.R. aimed for a stock-ish appearance, opting for correct for 1957 pleats on the seats, and matching door cards in the original colour scheme.



“the allure of owning an Oval was always there, just waiting for the right moment”



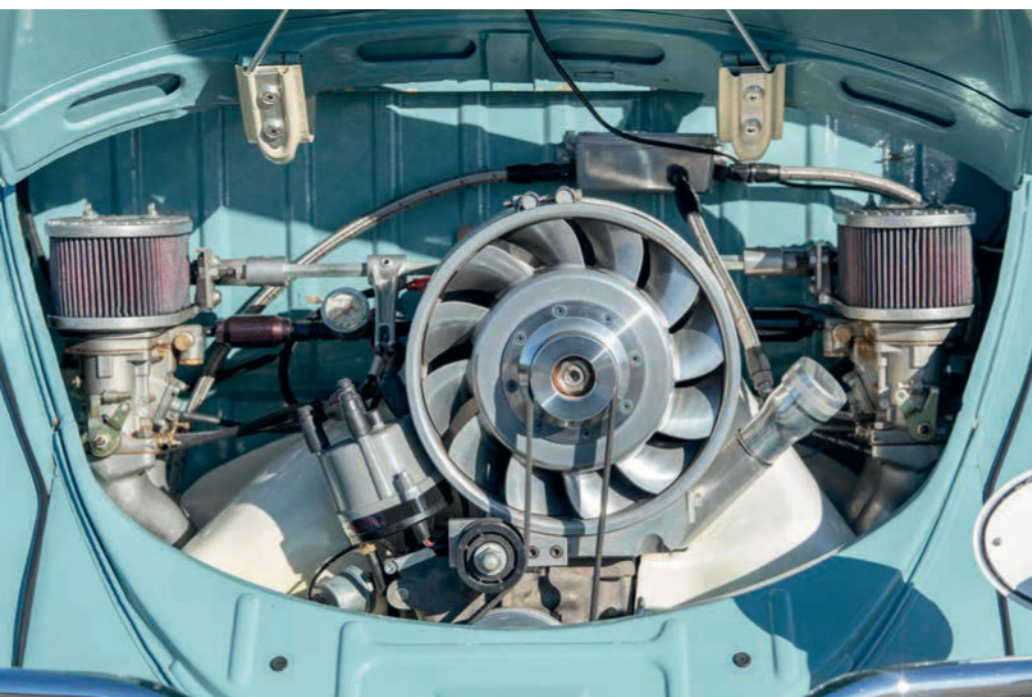
◀ More blasts from the past – a Scat Drag-Fast shifter

➤ Navy blue leatherette interior with hidden seams on the pleats and white piping is by Sewfine Interiors. It's set off a treat by the Wolfsburg West blue cocoa mats



◀ The Motorola Volumatic radio in the dash looks original, but has a digital upgrade and plays through a pair of mini speakers on the Bambus shelf





Motor is an 1835 with 044 heads, Engle 120 cam, dual 40IDF Webers and CB electronic ignition. It puts its power to the pavement through a Rancho Freeway Flyer 'box with Super Diff

Wind deflector aims to stop booming when driving with the sunroof open



“my four-year old dropped two washers down the fuel pump opening when I was doing some maintenance”

The interior is further improved by black carpet from Sewfine and blue cocoa mats from Wolfsburg West. A new headliner was sourced from West Coast Classic Restorations, and contributes to the car's authentic feel.

The big M

A nod to modern convenience is found in the 1957 Big M radio, upgraded by Stellar Vintage Electronics with a 12V AM / FM auxiliary input with 30W output across four channels and an Aurora Designs F.M.R.-2 circuit board.

J.R.'s passion for Volkswagens extends beyond mere ownership.

“It's about being part of a vibrant and supportive community,” he says.

“Hey, why do you think we all flash and wave like crazy when we see each other out on the road?”

He's a proud member of the Dry Heat Panzers, a Tucson-based club that emphasises family and camaraderie above all.

“Everyone in the club loves a good laugh, a cold beer and is always ready to help out another member without question,” he says affectionately.

Despite not attending many shows (too many cold beers and laughs, probably!), J.R.'s Beetle has picked up some recognition along the way, winning Best Interior at Chirco's Bugtoberfest and a 'Just Clean' award at the Elite and Just Clean show.

These accolades are testament to the care and attention to detail J.R. has poured into his car.

Liberty belle

Even so, it almost ended in tears one day with his wife, Liberty, behind the wheel.

“We were heading down the road and she gravitated towards a pothole the size of a jacuzzi,” he recalls. “She drives a lifted Ram 2500 on 35s and doesn't pay attention to these things called potholes. Anyway, after we landed, she realised she had no brakes, but still managed to get us home using the emergency brake.

“It's been a great topic ever since to give her a hard time about,” he grins.



△ There was a time when just about every VW you'd see at a UK show looked like this. Times may have changed, but the two tone and polished fives look remains a classic

▷ VW logo Hazet spare wheel tool kit is an original, and a complete one, too

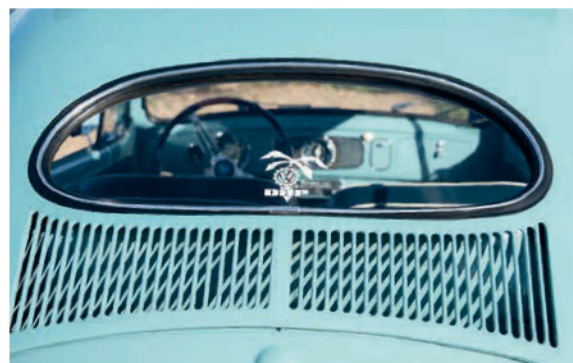


'57 OVAL WINDOW



Polished repro EMPI fives bring back memories, though here they're wrapped in modern Continental 145/65 and 205/65 low profiles, rather than second hand Citroën 2CV tyres!

Window of dreams



J.R.'s Volkswagen memories are seemingly endless, and go all the way back to the 1960s.

"My first memory of a VW was of my mother reading an owners' manual in Los Angeles, California in my aunt's driveway," he recalls. "She was trying to figure out the auto's stick!

"A few years later, my neighbour would occasionally drive me around in her pristine, early '60's Beetle. I guess I was always destined to be behind the wheel of a Volkswagen."

In a blatant display of nostalgia, the personal touches J.R. has added really make his car stand out, yet also remain true to its original vibe.

Period passion

"I'm a sucker for period correct accessories," he says, and that passion guided many of his choices during the restoration process. From the hidden pleats on the seats to the cocoa mats, every detail has been carefully selected to fulfil his idea of the perfect Oval.

That said, he's not finished yet though: "I envision the car with a three-inch narrowed beam and a 2.0-litre engine. I might even have a second try at returning it to its original colour."

In the meantime, he intends to continue enjoying and refining it.

I think we can all take inspiration from J.R.'s story. His lifelong love for VWs and his dedication, combined with an appreciation for the wider VW community, embodies the spirit of what makes us car guys and girls tick – a rich blend of passion and commitment that brings joy to the journey we're all on. ■



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DOUBLEt

There's a big focus in the VW scene on early models but, if you want to enjoy the drive, late really is great

Words: Mark Walker Pics: Eric Arnold



I

f you're a regular reader, you'll already know that I often bang the late model drum. I own two post-'67 VWs – a Beetle and a Bay Window – and am here to tell you I'd rather be behind the wheel of either of those every day than a Split, of either persuasion.

It's not that I don't like early cars, I do, and I've owned plenty of them, it's just that I have a soft spot for the lates. Maybe it's because they are considered underdogs in some circles, but I also genuinely like the look of them.

I get it. The earlier cars are rounder, and a bit prettier, as well as being more of a pure design – before US safety regulations made everything squarer and sturdier.

And it's precisely those chunky looks I like, especially when it comes to Type 3s. Clearly, I'm not the only one, as Morgan Ingmire – the owner of the two lovely late models you see here – will surely agree.

The first time I got behind the wheel of a late Type 3, a '71 Squareback, having previously owned only Beetles and Buses, I was amazed that I could cruise at 70mph for hours on end in spacious comfort, barely hearing the engine purring away behind me. I saw immediately smitten.

I still think they're cool cars today, even though their value has never caught up with other air-cooled VWs.

Early doors

For Morgan, though, it all started much earlier. The Squareback you see here was bought new by his parents, Bob and Heather, in 1973, in Morgan's home town of Stockbingal, New South Wales, Australia. The car was chosen as the successor to a run of Beetles and Type 3s, but it's the one that stuck around the family for decades.

Morgan has fond memories of being taken to football practice in the car, and of his parents loading the front and rear boots with animal feed on their farm.



“Although it looks like Brilliant Orange, the colour is actually its original VW Australia colour of Kalahari Tan”



➤ OEM Wolfsburg crest steering wheel is the only deviation from stock inside

✓ The car's previous owner, Joy, bought the Fastback from its original owner in 2006. The car had remained with the same person, in the same city (Reno) for 34 years. Incredible



When Heather was dying of cancer in 2001, she asked Morgan to find a good home for her beloved Square, and he immediately assured her it wouldn't be going anywhere, which she was very overjoyed about.

Mutti love

He subsequently named the car 'Mutti', an endearing German term for mother, and still considers the car to be his mum's car, with him just acting as custodian.

Although the car had survived pretty well, the years were showing on it, so Morgan had it repainted and refreshed in 2012 by Beetle Exchange in Queanbeyan and Vintage VW Campsie.

Although it looks like L20B Brilliant Orange, the colour is actually its original VW Australia colour of Kalahari Tan.



◀ Note the unusual gearshift pattern on the ashtray...

➤ Here's why. Did you know an auto 'box was a special order item in '72?





◀ Note the steering wheel position, usual in Australia, unusual in America

➤ Factory high back seats were re-padded during the restoration

✓ There are a lot of memories tied up with this car, which has been with Morgan his whole life



If you look closely, you can see the difference in shade between the Squareback and the Brilliant Orange Fastback alongside, though both are correct period colours.

Whilst the car was being restored, the engine was rebuilt on a new crankcase, and the linkage to the gearbox was refreshed. The 'box itself remains in great shape.

Turning the attention to the interior yielded a new headliner, re-skinned dash pad and re-stuffed front seats, but it all looks like it could be original.

Salt 'n' pepper

The original salt and pepper carpet was also showing its age at this point, so was carefully replicated.

The fact the car was restored at all is down to Morgan's buddy, Rob De Domizio. Morgan walked up to him and his '73 Squareback at the Australian VW Nationals in 2002 and told him he wanted his own '73 Square to look like Rob's someday. 10 years later, he made it happen.



➤ Dig the original VW AM radio



◀ Seat belts were mandatory from 1969 in Australia and in the back seats too from '71



“The Squareback... was bought new by [Morgan's] parents, Bob and Heather, in 1973”



When Morgan moved to Wyoming a few years later, there was no question that the Squareback would be moving Stateside, too. Being right-hand drive, the car causes quite a buzz whenever Morgan takes it out, though he told us it once almost caused an accident when another driver wrongly assumed his dog, Roger, sitting in the passenger seat was driving the car!

Surfing 'net

It was during the 2020 lockdowns that the '72 Fastback came into the picture. Morgan was recovering from Covid and was at home surfing Facebook when he spotted the car for sale in Redondo Beach, California. He called the owner, named Joy, and talked to her for over an hour before making a deal. As travelling was out of the question at the time, he arranged with Alex at ISP West – who, incidentally, had done some work on the car in the past – to collect and store the car there until early 2021.

While he was talking at length to Joy on the 'phone, Morgan mentioned that he thought he'd seen the car somewhere before. As it transpired, he had. In a magazine article in 2013 that he had read when the Squareback was mid-restoration, and it had inspired him to finish the job!

So, it was an exciting day when Morgan arrived at ISP West to collect the car. He left LA and drove through the Mojave Desert to Las Vegas, before having the car transported the rest of the way to Wyoming.

The reason Morgan was so sure that he decided to purchase the car unseen? How does original mileage of 15,000 and just two owners sound? Pretty amazing, huh?

The car was sold new by Bill Stremmel Motors in Reno, Nevada and had lived in Reno its whole life before Joy took it to the California coast. It came with all the supporting paperwork, including the original bill of sale, which just added to its desirability for Morgan.



“I think it’s about cars finding you,
not you finding them”

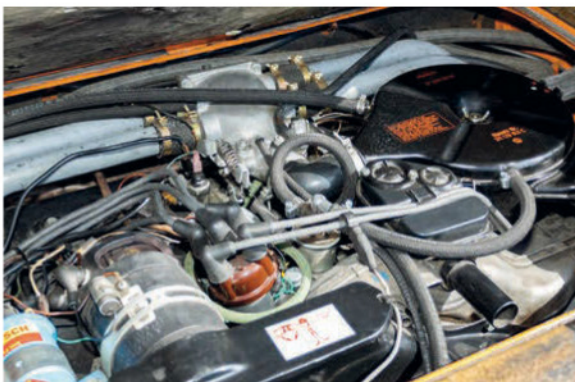


“How does original mileage of 15,000 and just two owners sound? Pretty amazing, huh?”



> Morgain is proud that the engine in the Fastback is the original, 100% correct, 1600cc fuel injection unit

✓ Some unusual bits here for the Type 3 buffs. Australian front wing badges, US dealer option overriders, gravel guards and dealer fitted side stripe kit



With mileage this low, it seems surprising that the paint is fairly new – this time it's the standard VW Germany shade of L20B Brilliant Orange. Perhaps 40+ years of hot Nevada sun took its toll on the factory paint? That aside, it was the orange paintwork that attracted Morgain to the car in the first place, as he thought it would make the perfect stablemate to his Squareback.

Surprisingly, despite the Fastback's very low mileage, the automatic transmission had been rebuilt at some stage, but just about everything else on the car is original.

Extra! extra!

It benefits from a few dealer-fitted accessories too, including overriders, door handle scratch guards, (rare) front gravel guards, VW logo mudflaps and a set of period SkyWay luggage. Morgain has since added the Australian

✓ It's a joy to find any car as clean and original as this, but just 15,000 miles + a very conscientious previous owner = as good as a Type 3 gets



➤ Love the double matching SkyWay luggage set in the Fastback

◀ Headlight stone guards are another popular Aussie option





◀ The Squareback, on the other hand, has a 1600cc twin carb unit, again kept just as VW intended

➤ As if one lot of SkyWay luggage wasn't enough, Morgan has a set for both of his cars

✓ Interior in the Square has been restored back to stock



Type 3 front wing badges as a nod to his heritage, while both cars roll on thin band whitewall tyres.

Despite his parents owning a plethora of different air-cooled VWs in his childhood, it's the Squareback that Morgan has the best memories of, and he's super happy now with his brace of late Type 3s. He admits the cars don't cover too many miles these days, the Squareback in particular enjoying a peaceful semi-retirement, but that's partly due to the position of the steering wheel in the Fastback, which makes it a little easier to drive in the US.

Would he be open to another car, we asked?

"Yes, if the right one came along, I'd be very open to it. I think it's about cars finding you, though, not you finding them. EJ ['Edna Joy', after the previous owner's names] was truly one of those finds. It was meant to be that I was her next custodian, and I will look after her just like Joy did.

"Same goes for *Mutti*. I will look after her for as long as I can, in memory of my mother." ■



▲ Proof of the unusual Australian VW factory colour

◀ More rare Type 3 badges and more 165-15 whitewalls

➤ German for mum



“cruise at 70mph for hours on end in spacious comfort, barely hearing the engine purring away behind”





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By CB PERFORMANCE



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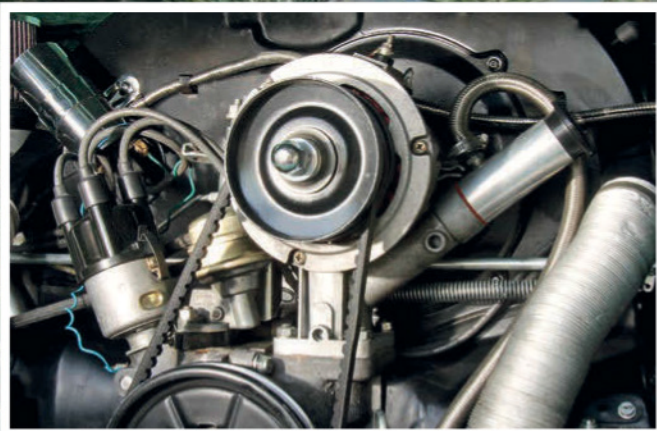
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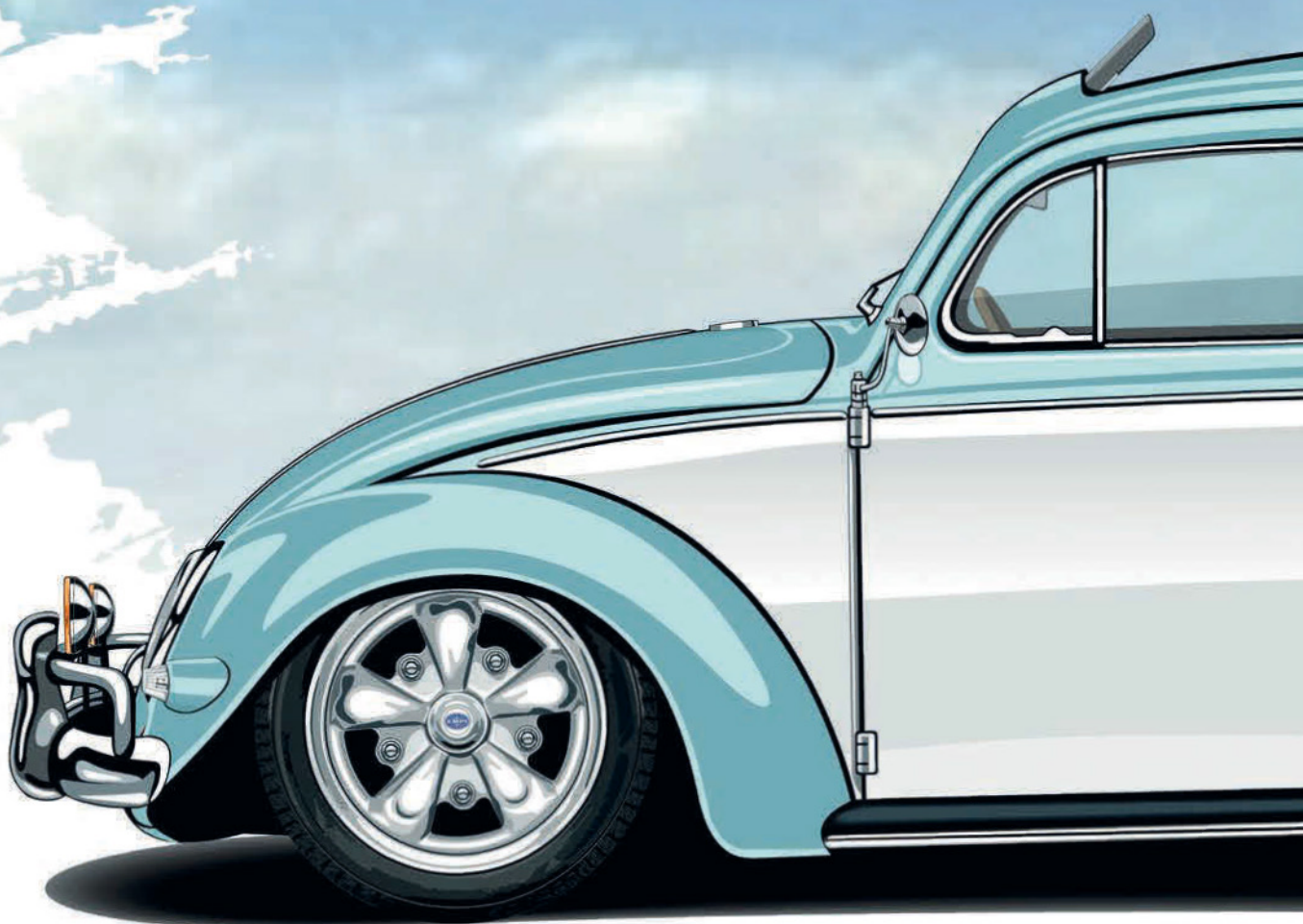


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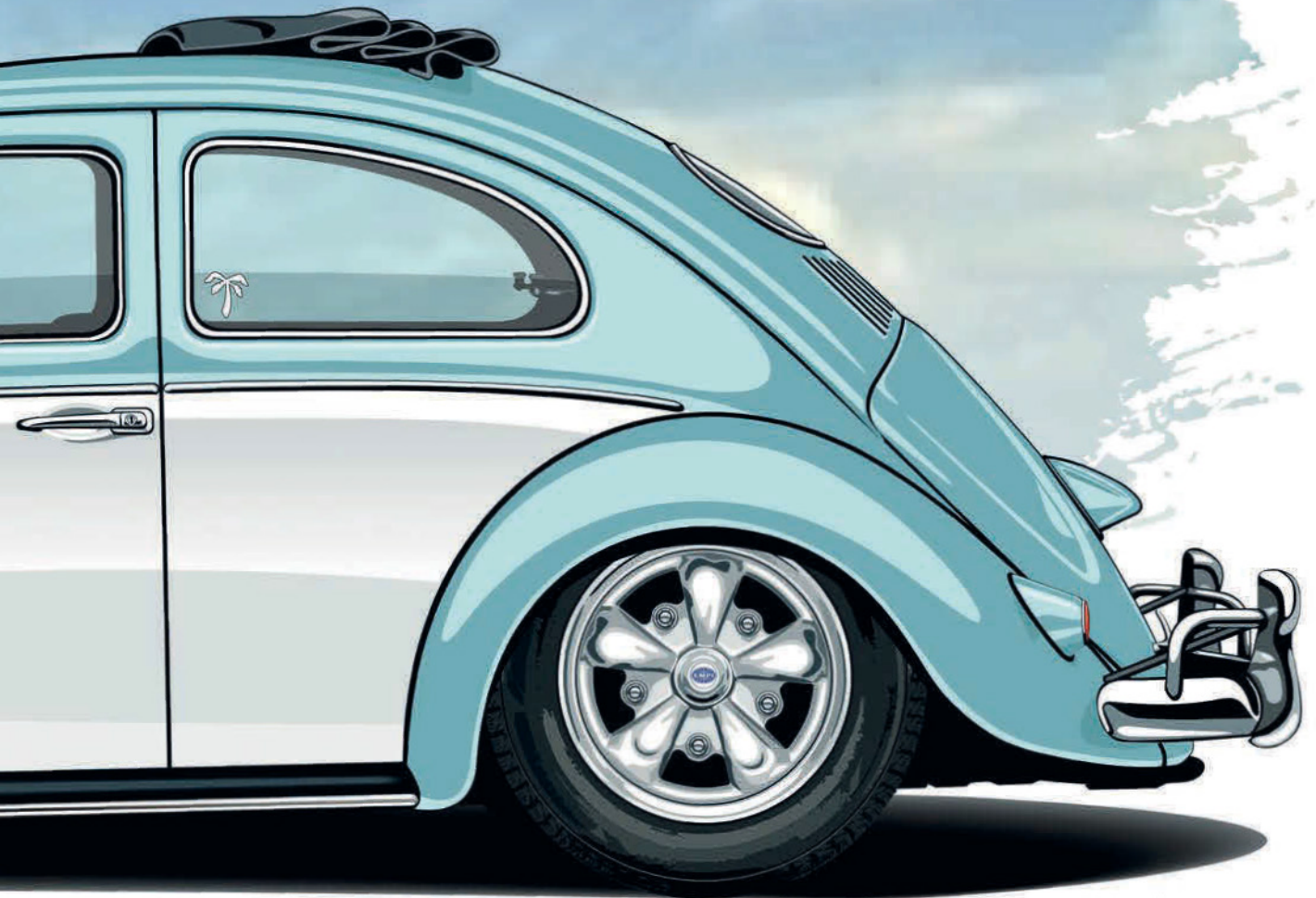




**VOLKS
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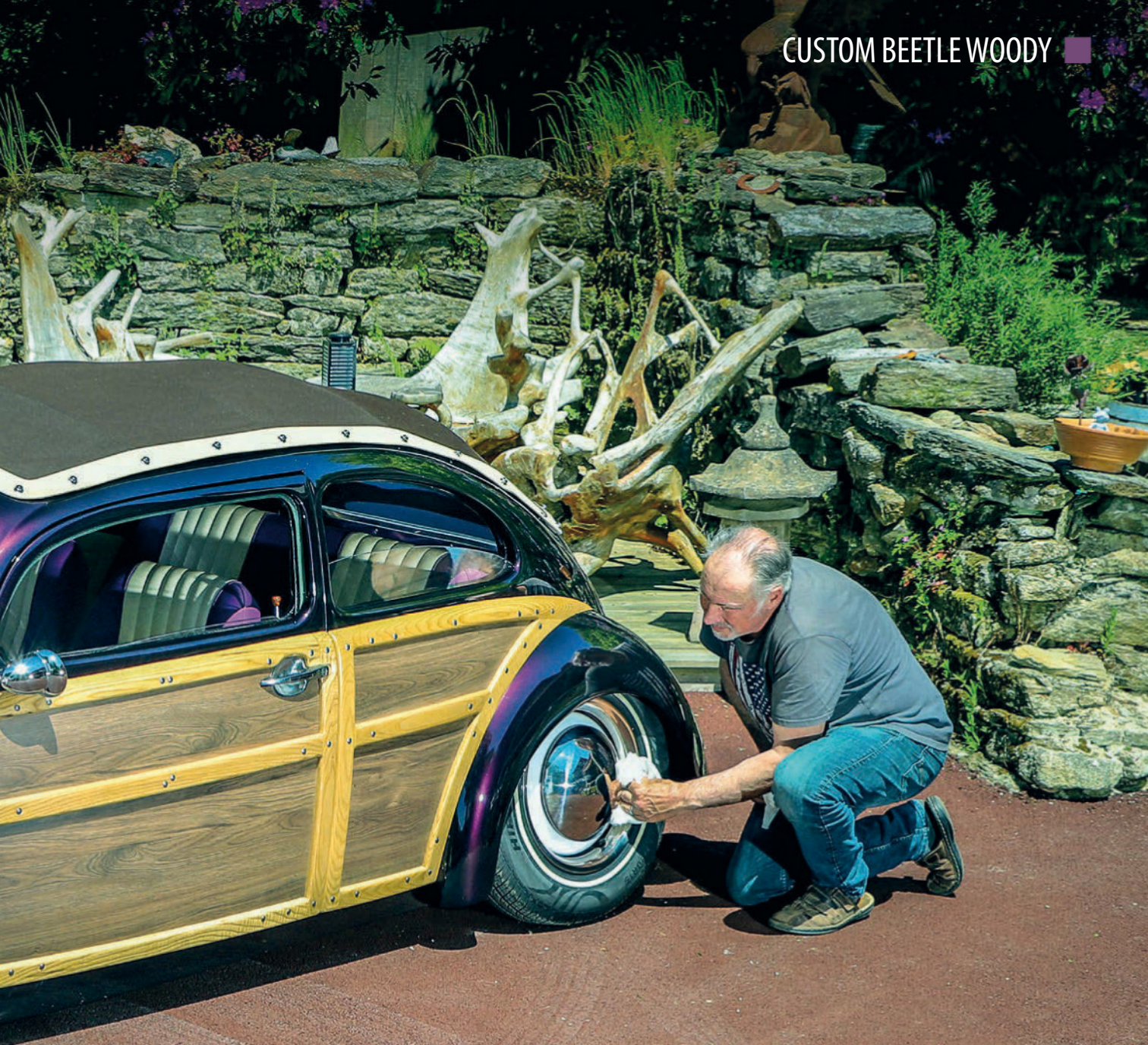
ua 72



Wooden Cox

What do you get if you cross a French woodworker with a passion for Americana with a German Beetle? A one-of-a-kind woodie, that's what

Words: Gordie Woollacott Pics: Kiki du Bois



J

ust when you think it's safe to say we've probably seen it all in the world of Volkswagens, somebody,

somewhere jumps up and screams, "*Mais non, tu ne l'as pas fait!*"

The somebody in this instance is Loïc Bossard, and the somewhere is the north west peninsula of France. That will explain why he said, "But no, you haven't!" in French.

Loïc is an interesting and clearly talented man. His world revolves not around VW, but something with

fewer wheels – the iconic American motorcycle brand of Harley Davidson. If you've never heard the French pronunciation of that, I urge you to do it now as it's simply wonderful, but then quickly return to find out all about this wild creation.

Loïc may be a big fan of a Sportster, but his mind is far from a closed book. Whenever he gets his hands on any kind of vehicle, it isn't long before it's modified in some way or another. He puts his passion for motorbikes down to an early viewing of *Easy Rider* in 1977. While he was at carpentry school at École St-Joseph de Landereau, on every third Thursday

of the month students were invited to the local cinema. That one particular movie, starring Dennis Hopper and Peter Fonda, had a profound effect on Loïc.

Throughout his professional life, Loïc focused his woodworking talents on building beautiful bespoke staircases in both commercial and residential environments. The crossover to building choppers was therefore almost seamless.

Although wood will always be his first love, Loïc quickly mastered the wizardry of metal forming and, during the 1980s and '90s, was prolific in the custom bike scene, initially in

France but eventually gaining international recognition by having his creations on display at a show in Daytona, USA.

By the early 2000s, though, Loic had begun to focus more on automobiles, but kept his deep fascination with America intact.

Destiny's child

In 2012, he decided to build a car for his wife, Armelle. That's when destiny stepped up. One of his friends from Le Mans, Ludovic, contacted him to say he had a Beetle project for sale. He started it way back in '94 by removing the roof, and the build was pushed to a premature finish to be used as his wedding car, but was never really finished properly.

He then had to sell it, for personal reasons, but the guy who bought it realised he had bitten off more than he could chew and

ultimately sold it back to Ludovic, but not before dismantling it. The car, now in a thousand bits, was on a precipice. That's when our man Loic entered the picture, and the rad little custom's future was secured.

As you can imagine from what we've said above, this was far from a straightforward project. Before any further customising could begin, Loic first had to piece it all back together into something that resembled a car again. Numerous parts had gone missing in the interim, including window winder mechanisms, the rear seat and wings, to name just a few.

Once Loic had the inventory in order, he could turn his creative mind to that which it was intended – modifying.

His main source of inspiration came from the Chrysler Town & Country, specifically models built from 1946-'48. If you know that

car, you'll know it's from the halcyon era of American 'woodies', which played perfectly into his multiple skill sets.

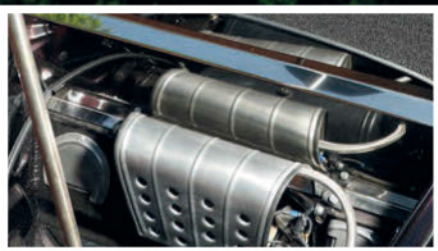
Demonstrating his carpentry skills on a metal car being built for his wife seems like it just had to happen. Before the chisels came out, though, it was his metalworking skills that were called upon in replacing both floorpans and the front and rear valances with a view to making the car look older than it is. Being a big fan of Oval-era Beetles, this was the deception Loic wanted to achieve.

Panel perfect

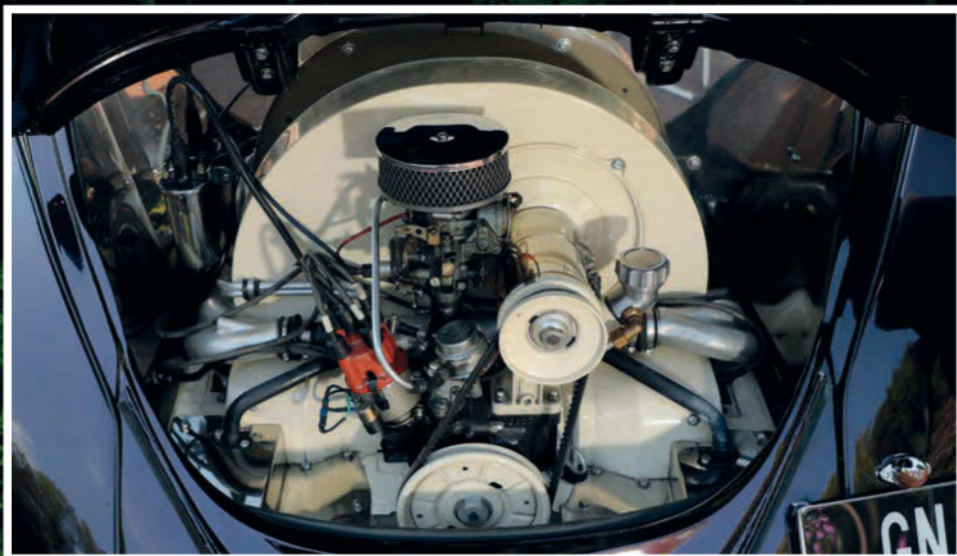
The *pièce de résistance* of this car is, obviously, the wood panelling. It's exquisite. Starting with a few slabs of carefully selected ash, Loic has carved up a true masterpiece (also good in a French accent).

“His main source of inspiration came from a Chrysler Town & Country”





There's some nifty bead rolling in the curved cover plate over the compressor for the air ride, while the air tank lives in the bottom of the spare wheel well



French road traffic laws don't encourage modified engines, so Loic stuck with the old 1200, though it wears 1300 twin port heads and a brace of rusty pipes

It's not an Oval but it is a custom, so Loic just fitted the parts he likes, including a steel w-decklid, which he re-formed into a widow's peak





Late model dash has lost its speaker grilles, but gained the air ride command centre

Custom VWs, by their very nature and purpose, split opinion, but with our ingrained human attraction to the natural world, there can be very few who take no pleasure from the craftsmanship in this one. Although the shape of this Beetle has been altered through the roof, the bottom half remains the same. Knowing when to go and when to stop is crucial when building a custom. All too often something is lost along the way with one mod' too many, but I reckon Loic has got the balance spot on here.

By following the car's original body lines to create the wood panelling, he has kept us involved with a deep-seated recognition of the Beetle we all know and love.

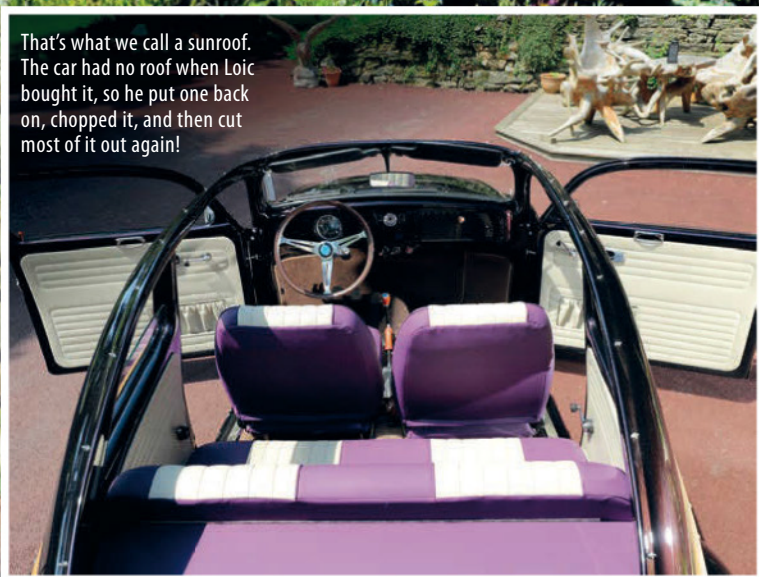
The time involved in crafting something like this is mind boggling. If we tell you it took a seasoned

professional woodworker 25 hours just to do the ash border work, which culminates in a majestic point over the rear 'arches, that starts to put it into some sort of perspective.

Grade school

The finishing phase on a job like this is equally time consuming, as Loic worked through the grades of sandpaper from 60 to 280 grit, before applying 15 layers of marine varnish, sanded in between, before the Scotch-Brite comes out to play to take the glossy finish back to a more satin effect, more akin with how woodies of the 1940s looked.

The finishing touch is provided by the laminated wenge panels and stainless steel fasteners, which Loic recalls took almost three weeks to install, such was his attention to detail.



That's what we call a sunroof. The car had no roof when Loic bought it, so he put one back on, chopped it, and then cut most of it out again!



◀ Flat4 GT wood rim is complemented by a wooden gear knob from the same source

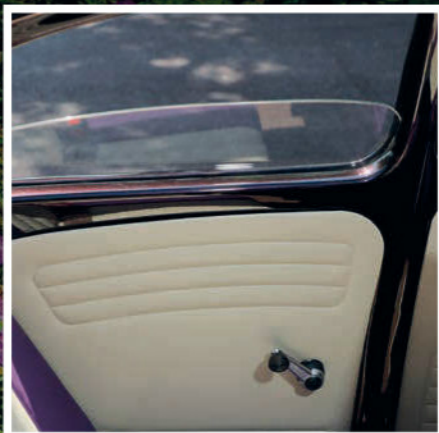
▶ Easy Street dual needle gauge monitors air pressure front and rear



CUSTOM BEETLE WOODY

◀ You're right, those aren't standard Beetle chairs, they previously called a Honda CRX home

▶ Now this is something we can't recall seeing before – wind down rear windows in a Bug. How cool is that?



“Loic worked through the grades of sandpaper from 60 to 280 grit, before applying 15 layers of marine varnish”

Of course, all this might look a little out of place if the car was still riding on stock suspension, which it isn't.

Two-way (front / rear) air ride has been installed, along with dropped spindles and a four-inch narrowed beam on the front.

The original wheels, painted and fitted with baby moon hubcaps, brings us back to that comforting, familiar Beetle feeling again, but still with a vibe of early Ford woodies.

With all the hours spent on the woodwork, you're going to want people to see it, so there's no mighty

powerhouse in the back of this cruiser. The original 1200cc engine has been given a little extra juice with 1300 dual port heads from the Breton Shop, West Passion and some extra style thanks to a 30-horse-style fan shroud, all perfectly detailed.

Inside, the dashboard has been smoothed and both the wiper and headlight switches relocated to the ashtray for a cleaner look.

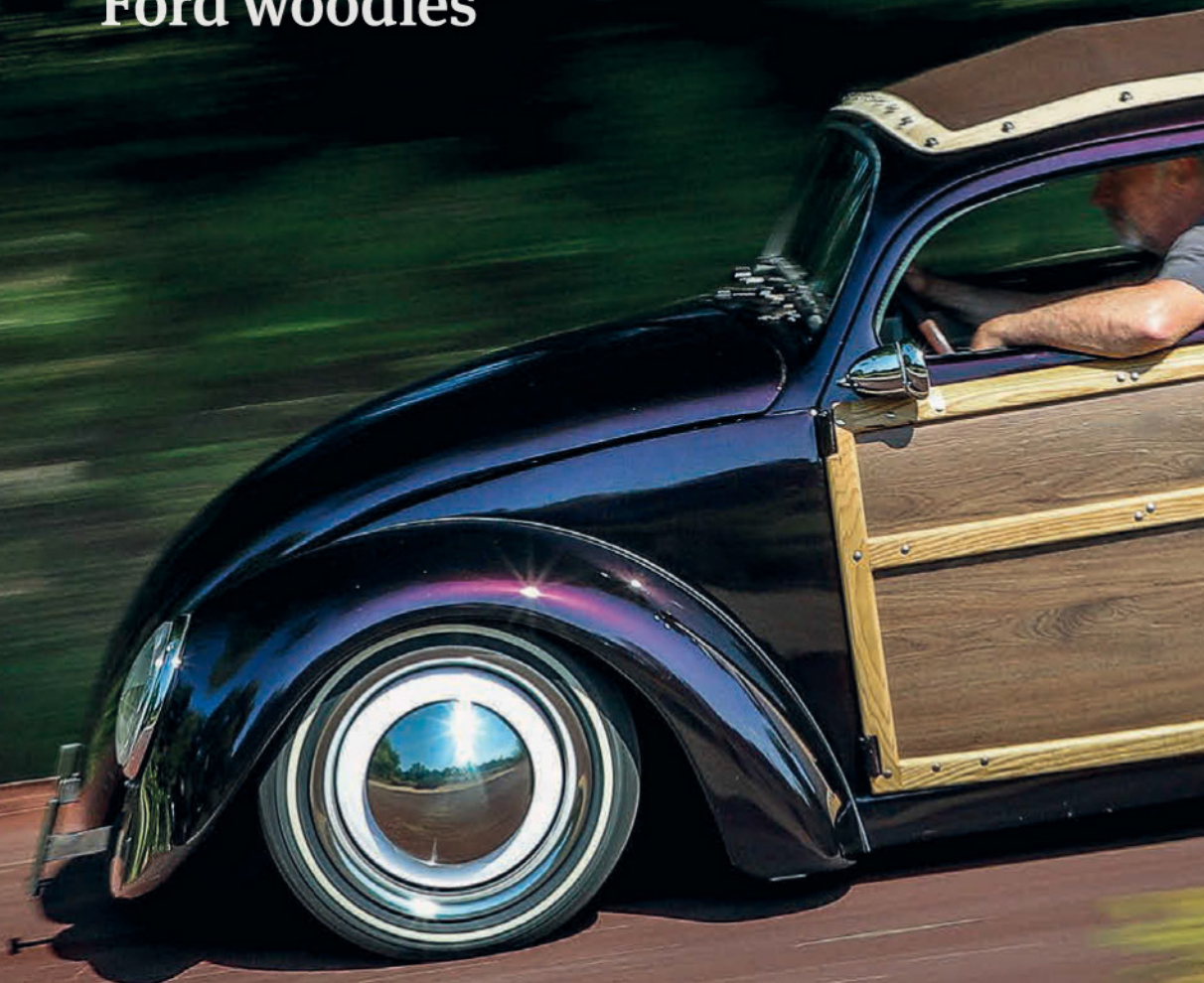
The paint, wonderfully described by Loic as 'eggplant' in colour, was applied by Christophe from KCP Designs in Rédené, whilst the seats,

taken from a Honda CRX, were re-trimmed by Francis at Sellerie Bénard in Quimperlé. Francis also took care of the wet weather gear that stows behind the rear seat when removed.

Extra juice

Having gone so deep into Loic's build, it's easy to forget why he was doing it in the first place – for his wife, Armelle. What an incredible thing to be able to do for the person you love. Now, whilst Armelle is building up the road miles, Loic has enough 'wife miles' in the bank to last a lifetime. ■

“that comforting, familiar Beetle feeling again, but still with a vibe of early Ford woodies”





◀ Loïc's exquisite woodworking skills are on display for all to see every time the car is taken out. Ash framing is inlaid with wenge panels and all fasteners are stainless steel

▼ Plain Jane VW steels are bejazzled with baby moons, trim rings and thin band whitewall tyres



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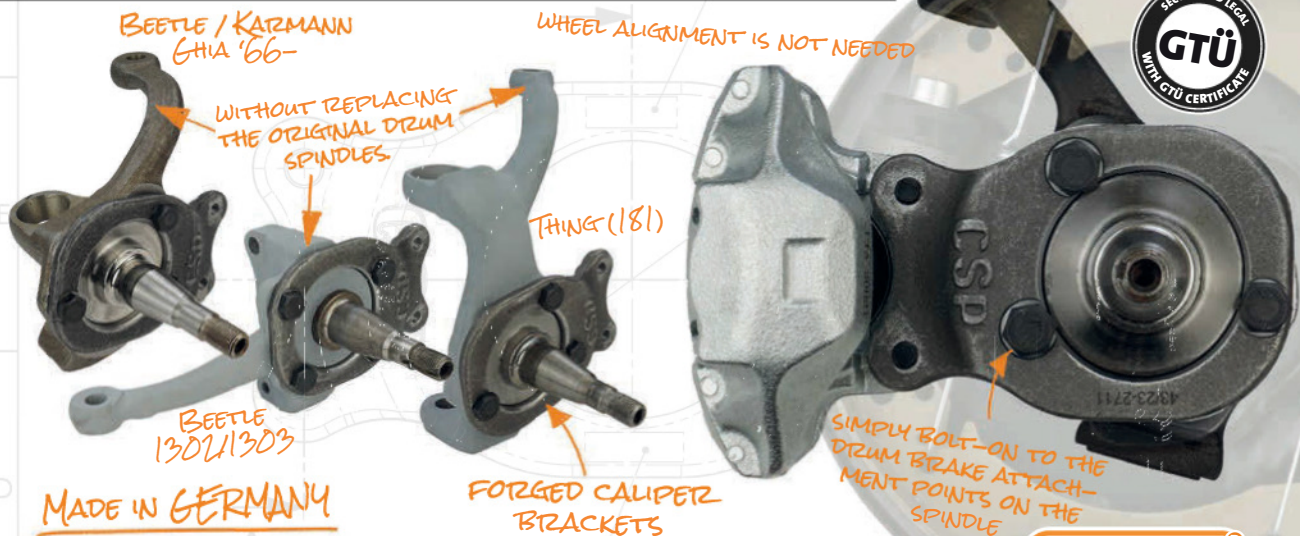
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Car booty bounty

Amongst the stacks of DVDs, used baby seats and scraggly tomato plants at a boot sale, Kevin Rockcliffe struck Westfalia gold

Words and pics: Jon Cass

L

iving on a canal boat, you'd be forgiven for wondering why Kevin felt the need to buy a Campervan. After all, along with his partner, Susie, they already had the freedom to explore at will, and to live life out in the open.

Okay, so their exploration happens at a rather sedate 4mph on water, but otherwise it all sounds pretty idyllic.

"We're often to be found cruising the canal and river network in west Yorkshire," Kevin smiles. "I'm still able to work as a builder, and the lifestyle suits us perfectly."

However, while the couple clearly have no regrets about switching on to water, Kevin has always had a hankering to own a Campervan. More specifically, a Type 2 Westfalia.

"I've always loved their functional interior and simplicity, and it's been my goal for many years to own one."

While most prospective buyers these days head for the internet, tracking down their ideal purchase via a classified advert, or one of the many online auction sites, Kevin headed for a local car boot sale.





If you Google penny floor you'll find they're remarkably popular these days, but for Kevin, the use of half pennys with sailing ship motifs is a nod to their life aquatic

“I’ve always loved their functional interior and simplicity, and it’s been my goal for many years to own one”



"I'm a regular visitor to York boot sale, and one day I spotted a Type 2 Westfalia by one of the stalls," he recalls. "I spoke to the owner and said I wasn't interested in buying any of his wares, but would he be willing to sell his Campervan?"

To Kevin's surprise, the vendor replied, "I could be."

That was all the encouragement Kevin needed and, within a week, a price had been negotiated and plans were being made.

"Considering it was the vendor's only mode of transport at the time, the fact I was able to buy it was even more miraculous," Kevin laughs.

Now, buying a vehicle the previous owner had no intention of selling can often prove to be a wise move, especially if it's still being daily driven at the time.

At least you know it works, right?

Going green

"It was painted blue back then, and it looked fine, drove great and even had six months left on the MoT," Kevin recalls. "I could have just driven around in it as it was, but I had bigger plans, including a change of colour."

However, as Kevin began to strip the Bus down for paint, he made the discovery that the tailgate and various other panels were shot.

"I didn't want to have any bodged areas of metalwork on the Bus, so I bought a new tailgate and then we had to weld in a number of new panels," Kevin remembers. "Then, as we got further into it, we found more corrosion under the seal around the windscreen."

Again, the rusty metal was cut out and the area properly repaired before any fresh paint could be applied.

As your average canal boat doesn't come with a garage, the bodywork repairs were carried out by Horbury-based VW Transformations.

"I'd always wanted a green Westfalia, but the chances of finding one in the right colour, on top of everything else, was always going to be slim," Kevin continues cheerfully. "And although this one ended up needing a lot of



Westy camping interior is largely original, having just been cleaned up and fitted with new knobs and handles



There are plenty of camping conversions around, but few can match the practicality of the Westfalia design, still proving itself in examples like Kevin's to this day

restoration work, at least I got to choose my ideal shade of green to have it painted, which is olive.”

Combined with the white roof, this particular shade of green has a distinctly retro feel and suits the Bay Window’s classic lines perfectly.

VW Transformations, incidentally, also sprayed the new paint, and made a mighty fine job of it, too.

Naturally, all the window and door seals have been replaced, as has the pop-top roof canvas, which proved to be in a similarly sorry state.

Factory look

“We had the original steel wheels shot blasted and powder coated and replaced the shock absorbers, too,” Kevin points out. “I know many VW owners prefer lowered suspension, but I was keen to keep mine standard, with a factory look.”

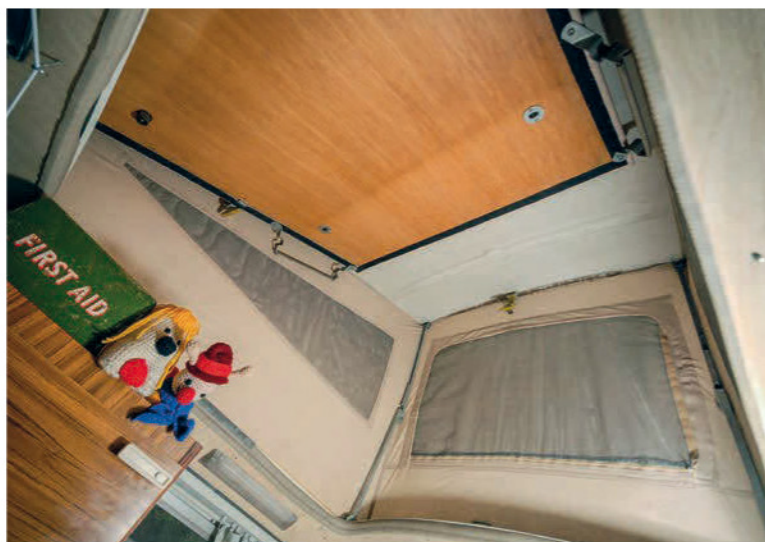
Talking of factory, Kevin’s Bus still had its original 1600cc engine in situ and, as we mentioned earlier, it seemed to be running fine.

“Even though it appeared to be okay, I wasn’t sure how much life was left in it, so I decided to have the engine rebuilt while we were doing all the other work.

“We also had a complete new wiring loom fitted as the original loom had been bodged over the years, and I certainly didn’t want to take any chances with the freshly painted Bus.”

One of the most desirable aspects of any Westfalia is that classy, well thought out, four-berth interior, offering maximum practicality in such a confined space. Fortunately, the interior of Kevin’s example had been better preserved than the exterior, but that didn’t deter him from making some modifications to it to better suit his and Susie’s needs.

“I fitted new cupboard handles and repaired the original sink pump,” he explains. “I also replaced the rubber floor



matting and decided to have the original seats re-trimmed in cream leatherette.”

The cooker, fridge, sink and table are all the originals, and Kevin reports that the interior, along with its cleverly considered storage spaces, continues to be practical and useable on trips away.

Leeds-based VW Transformations took care of the majority of the restoration, including fitting a new pop-top canvas

The penny drops

So far, there’s been nothing too out of the ordinary, but take a closer look at the floor and you might notice it’s a little more unusual.

“It was an idea I had when we first bought the Bus,” Kevin tells us with a smile. “I wanted the floor to be made up of half penny coins, the little ships on them being a fitting

Seats and door panels have been re-trimmed in cream leatherette, with an olive stripe detail



Having the spare wheel stored inside cuts a little off the width of the bed, but a crochet wheel cover gives it a more homely look



“I know many VW owners prefer lowered suspension, but I was keen to keep mine standard”



'72 WESTFALIA CAMPER

connection to our boating lifestyle. There are 1,800 coins in total, set in resin, and some date as far back as 1906.

"To finish the design, we made a VW symbol in the centre from old shillings."

We don't need to tell you that transformations like this don't just happen overnight. Though even we were surprised to hear the project took an agonising 12 years to complete, largely due to the practicalities of orchestrating the work while moving around on a narrow boat. That and a lack of funds to devote to it due to the aforementioned boat / house needing work to keep it shipshape. Consequently, work on the Camper had to be put on the back burner for several years after an initial burst of activity in the first four, but it all came good in the end.

Just reward

An unexpected reward came the couple's way in 2022 when the Westy won first prize at CleeW show in Cleethorpes, Lincolnshire.

"It was the first show we'd entered and the appreciation from young and old for our Bus, especially regarding the ha'penny floor, was overwhelming."

Kevin and Susie are, quite rightly, immensely proud of their Bus, and use it just as Volkswagen and Westfalia intended whenever possible.

"We plan on travelling around in the Bus and attending more shows in it this year," Kevin tells us, "It's all been a huge rollercoaster ride getting to the stage we're at today, but I wouldn't change it for anything."

It would seem the pair are now in that enviable position of being able to travel wherever and whenever they want, not just by road in the Bus, but by canal on their boat, too. Now, if only they could find a narrow boat with a deck large enough to fit a Westfalia Camper on, their idyllic life would be complete! ■



▲ 1600cc twin port motor was rebuilt for peace of mind, but kept stock

✓ Likewise, the steel wheels were powder coated and the Bus runs on commercial tyres



"It's all been a huge rollercoaster ride getting to the stage we're at today, but I wouldn't change it for anything"



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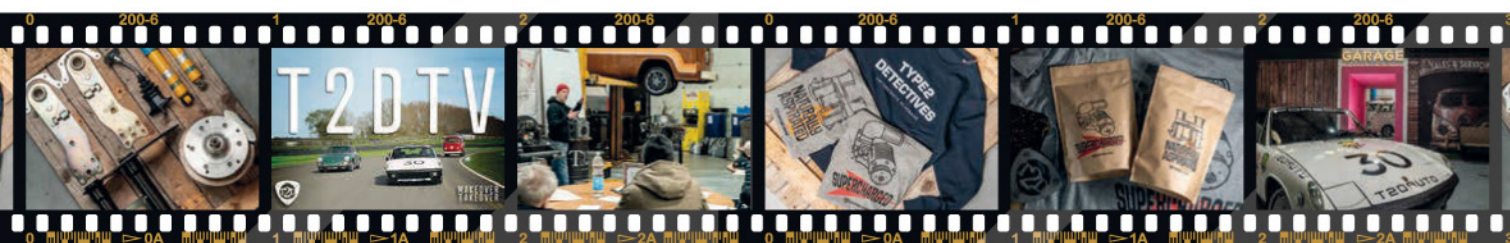


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EMPI

equip



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EMPI has been supplying parts to build buggies since the 1960s, so decided it was high time it built one of its own own

Words: Paul Knight

Pics: Ray Herrera and Eduardo 'Icy' Sanchez

T

he name EMPI has been a trusted one in the world of beach buggies for as long as these adventurous

machines have been tearing through sand, over rocks and along the roads.

With its wide range of parts and accessories, EMPI has helped bring thousands of buggies to life, so the EMPI crew felt it was about time they built a demonstrator of their own to showcase at the prestigious SEMA show in Las Vegas.

Now, while EMPI certainly holds the majority of parts required for the build, the team called upon some other respected businesses to help, not least Meyers Manx in Costa Mesa, California, who supplied the two most vital parts – a shortened Beetle floorpan and a Brilliant Golden Orange Metalflake body, complete with official Meyers Manx ID plate. They also threw in a windscreen, roll hoop, front bumper, fuel filler and wiring harness to get the project off to a great start.

Powerhouse

Meanwhile, Damian and Nathan Willoughby of D&J Automotive assembled a powerful 2180cc stroker motor packed full of EMPI goodies. Starting with a brand new EMPI case, they installed an 82mm stroke EMPI crank, 92mm pistons, H-beam rods and an Engle FK-8 cam. For heads, they chose EMPI's stage 1 CNC-ported parts, mounting 1.4:1 ratio rockers under EMPI valve covers.

✓ All-new 2180cc engine was built by D&J Automotive in Fountain Valley, CA. It features a new EMPI case, CNC-ported heads, crank and twin 44HPMX carbs





Brilliant Golden Orange Metalflake body (see meyersmanx.com) is accented by a racing stripe that's a nod to the famous EMPI Inch Pincher



“a powerful 2180cc stroker motor packed full of EMPI goodies”

Fuel enters the motor via a pair of EMPI 44HPMX carburetors, while an HEI ignition system provides the spark and a ceramic-coated exhaust expels spent gases. Oil is pushed through by a JayCee ‘o-ring’ oil pump and is filtered ‘n’ cooled before returning to the EMPI deep sump.

Box of tricks

For a strong, reliable gearbox to go with it, the team turned to Rancho Performance Transaxles in Fullerton, CA. There, Lino Iniguez assembled a high-spec, four-speed, IRS unit based on one of EMPI’s new aluminium cases. With the addition of JayCee heavy duty side covers, EMPI 930 drive flanges and stub axles, this ‘box is capable of handling everything the torquey 2180 can throw at it.

Project managing the build was EMPI’s lead technician and hardcore VW enthusiast, Victor Gonzalez, who installed the suspension, brakes, steering and electrical systems, using almost exclusively EMPI parts.

These include a brand new, stock-width beam, forged trailing arms, spindles, bearings, bushings, shocks, spring plates, brake master cylinder, hard lines and pedal cluster. To ensure excellent stopping power, the brakes were upgraded to Wilwood discs and calipers all round.

The floorpan was completed with the addition of a set of EMPI 15-inch, four-lug Sprintstars, though to get the look the team wanted, the rears were handed to Dave ‘Pip’ Pipoly of Compoundbuilt to be turned into custom offset eight-inches.



While building the Manx with a SEMA debut in mind, the EMPI engineering team brainstormed some ideas to add a bit of personality and make the buggy stand out.

Round chrome headlights and VW tail lights have been industry standards on beach buggies for decades, but adding Porsche 356 indicators at the front, and then carrying the Porsche theme through to the instrument panel with 356 Speedster-style gauges from VDO injected some period flair.

Fun stuff

In addition, a hardwood 'fun locker' was created behind the seats, with aluminium aircraft tracks and a cargo net for secure gear storage on the move. The team also came up with the idea of integrated sand ladder mounts to maximise storage space and 3D printed an additional gauge pod. The latter houses a vintage military air level instrument, now put to more appropriate use monitoring the buggy's tyre pressures, which can be adjusted using the onboard compressor from Innovative AT Products. Drop them for blasting around on the sand, raise them for the drive home.

Perhaps the most unique feature of this build, though, is the Dansk 356 Speedster aluminium seats, covered



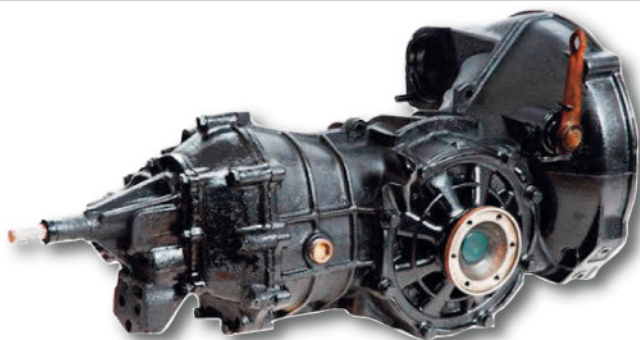
in OE Westfalia check fabric, which are removable and can be converted into camping chairs. The seat bases and latching system were designed in SolidWorks by the EMPI team and fabricated and assembled at EMPI HQ in Anaheim.

If you're thinking of building your own buggy project, it's a good time to mention EMPI now offers a 'Buggy in a box' kit, which includes more than 60 mechanical parts to get you started on a build of your own. It can be ordered in either swing axle or IRS format, king and link pin or balljoint and all comes in a cool wooden packing crate. Head for empius.com and search part no. 98-2201-0 to find out more. ■

▲ Coolest trick of all with this buggy is the removable seats that convert into camping chairs, another one-off concept designed and fabricated by the team at EMPI

▼ Octavio's Kustom 1 Interior upholstered the Dansk aluminium Speedster seats in Westfalia check cloth. Note the VDO Porsche 356-style gauges in the dash





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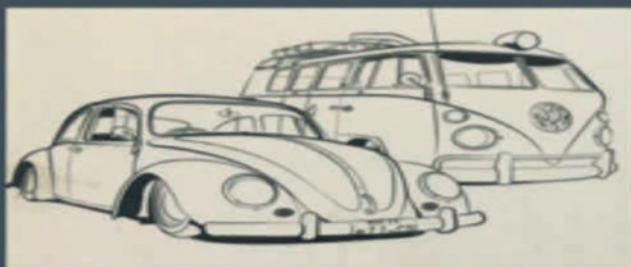


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Like a Bus, but...

Before the Type 2 came the Tempomatador – a Volkswagen-powered commercial, but front-engined and front-wheel drive

Words: Richard Gunn Pics: VW Archives

I

t's impossible not to smile at a Tempomatador. In the way mothers find it hard not to smile at their own newborn babies. However, while the majority of new mothers desperately need sleep, the Tempomatador looks like a slightly bemused alien in need of some.

But for all the endearing cuteness, the Matador makes for both a fascinating and pioneering engineering study. At a time when commercial vehicles were as basic as they could be, it featured front-wheel drive, years before Volkswagen came around to the concept.

It also introduced Volkswagen to Australia, well before the marque made its own official inroads into the vast, largely inhospitable country that would grow to love its

automobiles just as much as Europe and the USA.

Yet, despite all this, the Matador survived for just four years – from 1949-1952 – before Volkswagen tried to kill it off as an unwelcome competitor.

Such scarcity has only served to make the VW-powered Matador a fabled beast amongst VW aficionados today and, as we had a magnificent example on display at The VolksWorld Show this year, it seems a perfect opportunity to look back on this most curious of delivery trucks.

Vidal saloon

The full name of the company behind the Tempomatador was Vidal & Sohn Tempomatador-Werke GmbH, founded by Max Vidal in Hamburg in 1883 to provide fire-fighting equipment for the coal industry.



“They were even built in the UK by Jensen, in West Bromwich, near Birmingham, from 1958”

In 1927, Max, and son, Oskar, turned their hand to building motorised vehicles instead – essentially cheap, three-wheeled delivery carts.

When war loomed on the horizon, the firm turned to producing military machines, which gave Max and Oskar the opportunity to try out an idea they had been working on. The G1200 light utility vehicle featured two 600cc engines, one at the front, one at the rear, working together to give four-wheel drive.

Sweden bought 400 of the unusual machines, considering the traction advantage they offered a useful attribute in the snow.

Immediately post-war, Tempo made ends meet in the shattered city of Hamburg by doing vital vehicle repairs, before starting building tricycles again in 1947.

In 1948, a new designer came on board, Dietrich Bergst, who set about modernising the Tempo range. To help it out, Tempo turned to Volkswagen, also struggling to re-establish itself at the time after the war. However, where the Wolfsburg factory was limited in how many cars it could produce by the amount of steel it could lay its hands on, putting together engines and transmissions was less of an issue. VW's new boss, Heinrich Nordhoff, keen to explore any potential avenue of income, was therefore quite happy to send a ready supply of them Tempo's way.

Sports concept

The Matador went completely against the Beetle grain, having its 1131cc, air-cooled engine mounted towards the front, powering the front wheels. With the engine behind the gearbox, under the driver's seat, it was practically mid-mounted, like a sports car. Sort of.

However, with just 25bhp to play with, and a rudimentary tube chassis with wooden floors above, it was far from a racer in either concept or design.

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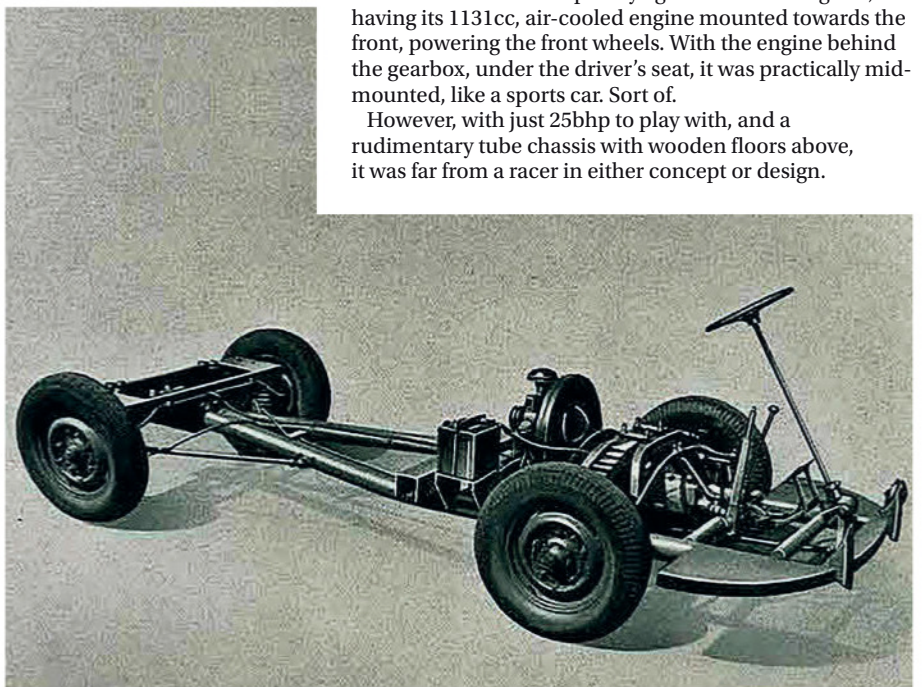


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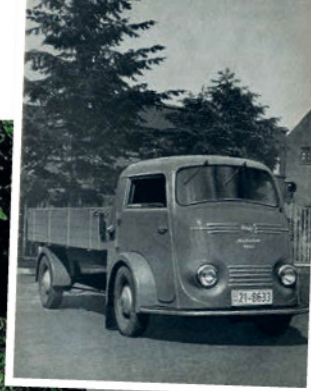
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◀ An Australian advert from the 1940s for the Matador. Cabin heating would have been a rarity on any commercial vehicle of this era, though how welcome it was in a hot climate is another matter

➤ The 1131cc VW engine was mounted almost dead centre in the unusual tubular chassis. With the body on, access was dreadful, though the motor could easily be dropped out from the bottom



Though over 13,000 were built, Matador survivors are rare today. This mildly modified flat bed example was sold in the UK a few years ago



Later Matadors, built after VW halted engine and gearbox supply in 1951, had their headlamps lower on the front panel. Engines from JLO, Heinkel and Austin were all fitted

The 1-tonner with Volkswagen motor was popular around the world

“Both van and flat-bed bodies were offered, and there was even an estate version for those who fancied a load-lugging car”

With a cruising speed of between 40 and 50mph, and a maximum velocity of 60mph (on a good day, with a tail wind), it was a capable, frugal workhorse. Surprisingly, the Matador also handled quite well, albeit with a rather hard suspension, but did get a bit warm inside, thanks to the close proximity of the engine to any occupants.

Access to the motor was via the cab seat back, although ‘access’ is rather an optimistic word. In truth, you can peer at the engine, nestled in its confined location, more than you can tinker with it.

The Tempo designer thought of this though, and made it so the engine and gearbox can be dropped out through the floor in only a few minutes, should anything go wrong. Which it never did, of course, because it’s a Volkswagen.

Both van and flat-bed bodies were offered, and there was even an estate version for those who fancied a load-lugging car instead.

Testing times

The first 100 screwed together were test examples lent to a transport company and pretty much driven into the ground. Once they had proved their worth, full-scale manufacture began, and the Matador went on to be reasonably successful.

Between 1950 and May 1952, 13,000 ‘Bulldogs’ (as they were nicknamed in Germany) were built, in various configurations. Australia proved the surprise hit market, even though one magazine road tester there got a little confused, asserting the Matador was ‘the same unit that Rommel used in North Africa to supply his army.’

Um, not quite, and an error the Australian importer was likely less than ecstatic about at the time.

That one review aside, Matador was Australia’s first experience of any sort of ‘Volkswagen,’ for the Beetle didn’t appear down under until 1952. As such, the vehicle was regarded as something of a novel and unusual, if quite useful, contraption.

Unfortunately, Tempo’s success wasn’t to last. Perhaps inspired by what it saw, Volkswagen launched its own range of commercial Transporters in November 1949, and soon began to regard vehicles like the Matador as rivals stealing ‘its’ sales. So, in 1951, the supply of engines and transmissions was halted, in an effort to hamstring the business and bring production to an end.

Tempo persevered, adopting first JLO and then Heinkel engines, which were actually SAAB units built under licence. Neither proved as reliable as Volkswagen’s motor though, and sales plummeted.

Made in England

Nevertheless, production of the Matador continued to stagger along, with a 1.5-litre Austin engine eventually being adopted and a few re-designs watering down the truck’s idiosyncratic appearance. They were even built in the UK by Jensen, in West Bromwich, near Birmingham, from 1958, until manufacture ceased for good in 1967.

As for the company itself, Oskar sold a 50 per cent share in the family firm he started to Hanomag in 1965 and, from the following year, the Tempo name disappeared from vehicles. Ownership of what remained of Tempo eventually passed to one of Volkswagen’s great rivals, Mercedes-Benz, in 1969.





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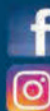
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The bottom line

How to recondition a 'terminal' 1600cc engine without breaking the bank Words and pics: Paul Knight

W

hen it comes to old VW engines, we firmly believe in the never say die ethos.

So, when we were given an oily old 1600, with the words “it’s beyond economical repair”, we

decided to find out if that really was the case.

Clearly, we couldn’t hear it running, but were told it had terminal bottom-end knock and zero oil pressure. It also had a lot of end float.

Initial inspection suggested the motor had been overhauled at least once before, but the only way to find out what’s going on inside is to split the short block and start measuring things.

Once apart, it was immediately obvious that a failed rod bearing had caused this particular engine to expire. In the process, it had damaged a connecting rod and the corresponding crankshaft journal, which was heavily scored.

To make matters worse, the offending bearing had broken up, resulting in metallic debris contaminating the oil and damaging pretty much every other bearing surface (main, rod and cam), all of which showed obvious signs of pitting and scoring.

The good news was that measuring the crankshaft confirmed it had not been re-ground in the past, so there was hope.

Crankshaft put to one side, we moved onto the engine case halves, checking the main bearing saddles. This time, the bearings turned out to be 1mm oversize, confirming our suspicion the engine had been rebuilt before, and subject to (at least one) align bore. Additionally, signs of heavy pounding on the case bearing surfaces suggested it had led a hard life.

So, is it saveable?

Yes. Replacement main bearings are available in sizes from 0.25mm over up to a whopping

2mm (and up to 2mm extra on the rear thrust surfaces), and there was plenty of ‘meat’ on the crank to have that machined accordingly. While not ideal for performance applications, this is perfectly acceptable for a stock rebuild.

After weighing up the options, we opted to have the case machined for 1.5mm oversize bearings – enough to remove all signs of previous damage – and the crank ground by 0.25mm on the main and con rod journals.

The align bore was £150, as was the crank grinding, and we spent about £100 on bearings and a gasket set. So, for a total outlay of £400, we were back up to a useable short block. Given that a rebuilt 1600cc short block these days comes in at around £2,700, that’s a worthwhile saving if you’re prepared to get your hands dirty.

So, grab your Robert Bentley manual and follow along with part one of our DIY budget engine rebuild. ■



1 With the engine stripped right down, it was immediately clear what the problem was. One of the connecting rod bearings had failed, resulting in one very rough looking crankshaft journal



2 Unfortunately, the other half of the bearing had completely disintegrated, sharing itself generously with the rest of the engine and causing extensive scoring and pitting to all the bearing surfaces in the case. Not a pretty sight



3 Before going any further, the case needs to be thoroughly cleaned of all oil, grease and metal debris so it can be properly inspected. A parts washer is a real help here, but a good degreaser and elbow grease works fine, too



4 As expected, the case had been align bored at least once before, and we detected a distinct ridge on the oil groove where the crank had ‘bounced’ the bearings and case. This could explain the lack of oil pressure we were told about



5 Fortunately, the crank had not been re-ground, so we were able to have it machined 0.25mm undersize on the main and rod journals, just enough to remove any signs of scoring and damage from the rod bearing failure



6 Next job was to have the case align bored 1.5mm oversize, with a 2mm cut on the thrust surfaces to fix the obvious end float issue. We then trial fitted the 0.25 / 1.5 / 2mm bearings dry and, happy with the fit, proceeded to assemble the crank



7 Following machining and hot tank cleaning, our crank had been oiled to prevent rust formation. This has to be removed prior to assembly, so first job was to thoroughly clean the surfaces with brake cleaner



8 Though there are plenty of other options on the market, Royal Purple Max-Tuff was our chosen assembly lubricant. Don't skimp on quality here, it's false economy in the long run



9 With the journals thoroughly cleaned, we assembled the snout of the crank first, judiciously lubricating all journals, passageways and bearings prior to final installation. Note the main woodruff key installed to locate the gears



10 The cam gear needs heating to expand the metal (we used a camping stove), allowing it to slip in place. Go carefully here and, if it cools too quickly and won't go on with anything more than a gentle tap, pull it off and start again



11 Once the cam gear has cooled, fit the spacer, followed by the bronze distributor drive gear. This was also gently heated, but beware it expands quicker as it's soft metal but is also brittle as it cools, so don't hammer it on, okay?



12 Next, install the circlip. This is a strong piece and requires a sturdy pair of circlip pliers to expand. Make sure it snaps fully home into the groove on the crankshaft and is properly seated all the way round



13 More assembly lubricant was added to the nose bearing / journal (noting the position of the dowel pin locating hole)



14 Next on is the oil slinger ring before, finally, the front pulley woodruff key. That's the nose end of the crank complete for now



15 The flywheel dowel pins had been removed by the machine shop, so they had to be carefully tapped back into place. Incidentally, if you've ever wondered what the term '8-dowelled crank' means, it's where four additional dowels are added here to strengthen the union between crank and flywheel



16 We could have replaced just the damaged rod, but instead chose a set of four matched rods from the spares box (a perfect example of why you should never throw any old VW parts away!). Remember, we had the crank machined 0.25mm undersize on all journals, hence we needed the appropriate sized bearings to suit that cut



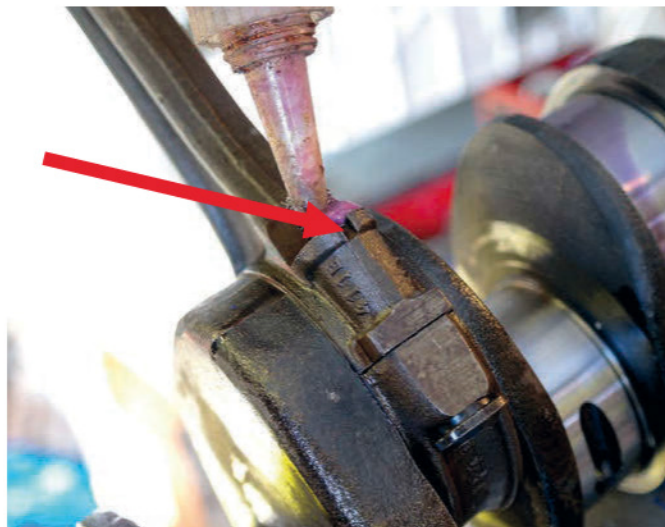
17 With the rod surfaces cleaned, the bearings were clipped in place. Note the locating tangs, which prevent the bearings from spinning during use. Make sure everything fits nicely and the surfaces remain spotlessly clean prior to assembly



18 All original VW rods and caps are matched, so don't mix them up. The numbers must marry up, and there's a notch further up the rod that needs to face 'up' when installed. This is important and should not be overlooked in haste



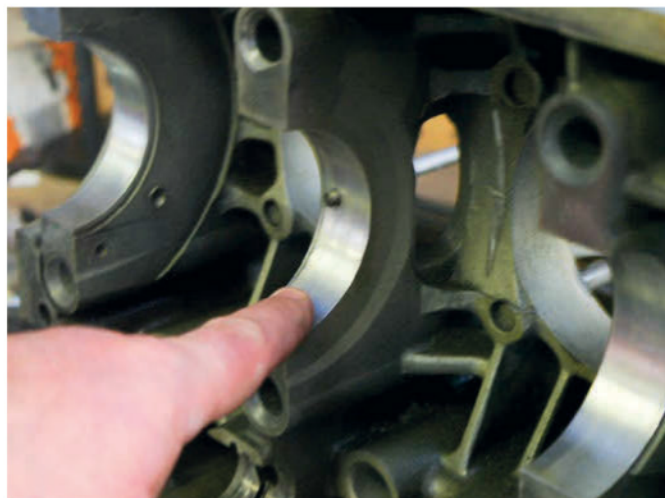
19 Remember to add assembly lube to the bearings prior to fitting. It may take a while for oil to reach every part of the engine on initial fire up, so a good coating of a quality assembly lube is essential to prevent bearing damage



20 As you bolt the rods back together, give each cap a light tap with a hammer to help centre it. We added thread lock to the nuts, which were torqued evenly to 24ft.lbs. That done, gently peen the nut washer over at the arrowed notch



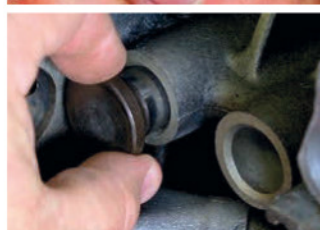
21 With the rods installed, we turned our attention to the flywheel end of the crank. First, the rear main bearing was lubricated and installed, noting the location of the dowel hole. Also check the fit of the bearing in the case itself



22 Next, we installed the crankcase dowel pins and began preparing the freshly machined and cleaned case halves, the bearing surfaces of which are now cut 1.5mm oversize and as good as new



23 We then checked the main bearings were a snug fit (in both case halves). If the main bearings are a tight fit, they can and will pinch up on the crankshaft when you torque the case – consequently, if they're loose, you'll lose oil pressure and the engine will destroy itself in no time



24 Cam followers should be slightly convex (i.e. you should detect a slight 'rock' when placed face to face). Ours proved to be in good shape and, with no signs of wear in the lifter-bores, were ready to be lubricated and re-installed

Next month:
We'll prep the case for crankshaft installation. Stay tuned...

Zest for life

Paul Leyton took a punt on an unfinished Singer lookalike and then injected a dose of colour that make it a talking point at any Porsche or VW meet

Words: Johnny Tipler Pics: Dan Sherwood

D

o you dream in colours? If so, do they harmonise, or clash with one another? Back when mind-expanding drugs were in vogue, psychedelia ruled. The wilder the hues, the better the trip, as it were.

Long-time VW and Porsche owner, Paul Leyton, harbours no such motives, but he does love the reactions he gets to his Orange Blossom Special, with its Purple Haze upholstery.

Don't be fooled by the external oil filler cap, Paul's car started life as a 1976 2.7-litre 911. At one time, it was on its way to becoming a Singer Vehicle Design wannabe, but when it arrived in the UK from the USA it was resplendent in silver, endowed with a factory-fitted tea-tray spoiler and Fuchs wheels. Clearly, nothing like what it looks like here.

Long story short, Paul bought the car through Facebook Marketplace as an unfinished project, dismantled, but with the bodywork all done, the dramatic orange paint job in place and some mechanical modifications made.

At the time, it was stashed at historic race and rally specialist, Tuthill Porsche, having been abandoned there by its previous custodian. Apparently, the chap had struggled to find a company prepared to create the Singer

replica he wanted, and then balked at the price Tuthill came up with to do the work, so bought a brand new 992 Carrera GTS instead.

"After being imported, the car was delivered to Stuttgart Classica, where it was stripped and its tunnel modified to take a Getrag G50 'box," Paul explains. "When the cost of the build reached 90 grand, the guy decided to bail out."

Conversation piece

"Before agreeing to buy it, I had long conversations with the owner, and also Ty, the painter at Riviera Autobody, who'd given the bodysell its vibrant coat of colour – twice, as it goes. I then visited Tuthill in order to look through all the parts accompanying the 'shell.

"I was essentially considering buying an air-cooled 911 I'd spotted on Facebook, being advertised by a guy I'd never met in person, with no logbook — the car was listed on the NOVA (Notification of Vehicle Arrivals) database as never registered."

Despite sleepless nights spent deliberating the pros and cons of the potential purchase, Paul eventually agreed a price and paid for the car, returning to Tuthill's workshops to collect, as he puts it, "a painted orange 'shell and three boxes of bits. Nothing more."





Contrary to the previous owner's intentions, Paul didn't want the car to be just another Singer replica though.

"There are dozens of them out there. I wanted this 911 to be, well, different. Hence, I started playing around with colours and materials for the interior," he recalls.

First place he visited was Boyriven, an independent automotive fabric supplier, taking along a swatch of the car's paintwork for reference.

After settling on the unlikely combination of purple and orange, Paul engaged with trimmer, Stephen Thirkettle, at 13 Stitches in Orpington, Kent, and sent him the samples.

"He totally got it," enthuses Paul, "and that's what I needed, somebody who was going to be onboard with my vision for the car."

Before the car went to 13 Stitches, Paul fitted a new headlining and the interior received a dose of sound deadening from Stuart Crombie at Accutek.

Stephen then got to work on the seats, fitting heated seat pads along the way.

"I knew it was going to be a Marmite car," laughs Paul. "Having owned a '56 Lowlight Ghia with a snakeskin interior, I'm not averse to controversy, and this 911's cabin has become a real talking point. To my mind, connecting with fellow enthusiasts is what classic Porsche, and VW, ownership is all about, and this car definitely encourages conversation!"

'Arch enemy

Externally, Paul has opted for the S/T look, the bulbous rear wheelarches readily accommodating the 9 x 15-inch Fuchs replicas with 225/50 Toyo tyres, with additional 25mm spacers to optimise their position.

"You wouldn't believe how many man hours went into developing the 'arches on this car. You wouldn't necessarily notice the difference unless you parked my

car next to a standard 911, but they're completely radial, not flat at the top."

Likewise, the door mirrors are custom made, the Porsche badge at the front is inset into the bonnet and there's a central fuel cap, as well as that external oil filler, suggesting we're in the presence of a '72 2.4.

"Initially, I wondered what's to stop somebody unscrewing it," Paul says, "but Ty told me Riviera Autobody have done this mod to lots of backdated 911s and the filler cap is usually just for show."

The 993 scuttle panel and windscreen wiper conversion are legacies of the early work carried out by Stuttgart Classica, though caused a headache during re-assembly.

"What hadn't been considered is that a 993 wiper motor won't fit in an early 911 'shell. We spent a week scratching our heads and then two or three days engineering a hybrid wiper motor assembly, utilising parts from a 993 and a 911 to make it work."

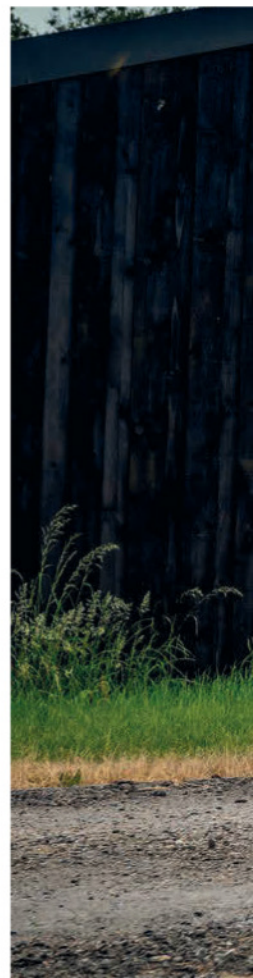
Paul's old friend, Trevor Ward, helped turn two 911 oil tanks into one that fits the car, now fitted with a 2.0-litre engine in place of the original 2.7, while local company, Marste Engineering, made the necessary parts to connect the fuel filler cap to the tank below.

Reference point

"When it came to rebuilding it, I cleared my other cars out to ensure the 911 had the garage to itself," explains Paul.

"I then spread all the parts out and started working my way through them, making lots of trips to see my friend, Ian MacMath, to photograph bits of his 911 for reference."

Some compromises had to be made, such as deleting the heater system entirely when he discovered the hard-to-find heater boxes and heat control flaps missing. A stand-alone petrol heater located in the smuggler's box now takes the edge off on a chilly day.





▲ Steve Thirkettle at 13 Stitches 'got it' and so got the job of creating this outrageous interior

▷ Like it or not, there's no denying this 911 has some real personality, characterised by the mix of orange and purple leather and fabric in the cabin

◀ Steering wheel is a repro Porsche wood rim from Aircooled Accessories, hence the Wolfsburg crest. Matching wood gear knob was BuiltByBasil



▲ The back seat of a 911 is never a comfortable place to ride, but just as much attention has been paid to the trim



◀ Wheels are 7 and 9 x 15 Fuchs replicas, wrapped in 205/55 and 225/50 tyres, with 25mm spacers used to place them optimally within the widened steel 'arches

“Plenty of people have told me this interior will affect my car's financial worth, but I'm not really bothered about that”





▲ Though the car was originally a 2.7, it had no engine fitted when Paul bought it, so he snagged a rebuilt 2.0-litre flat six with Weber 46IDA3C carbs, MSD ignition and a sporty pipe

When it came to the engine, Paul made the rather radical decision to reject the original 2.7 in favour of a rebuilt 2.0-litre. Here's why: "When I bought the car, I was given the option of buying an engine to go with it, but it was in pieces and an unknown quantity. I wasn't prepared to take the risk."

However, when he came across a fellow 911 enthusiast performing an engine swap, he jumped at the opportunity to take on the recently rebuilt 2.0-litre with triple Webers, MSD ignition and a Dansk exhaust.

"I bought it complete, along with a Type 901 dog-leg gearbox, and that's what I was running in the car initially. However, it really needed a gearbox with longer ratios, so I've since changed that."

On the rolling road at Stanton Motorsport in Hungerford, a leaking manifold gasket halted play, but Paul expects to see 120bhp out of the motor, putting it midway between the output of a 2.0-litre T and a 2.0-litre S.

The suspension consists of Bilstein front shocks, Öhlins rears, Eibach springs, RSR-spec anti-roll bars, adjustable

front top mounts and torsion bar delete. Paul reckons the 250lb front and 450lb rear spring rates are too hard for a decent ride in a road car, so plans to swap those for 150 and 300lb versions respectively.

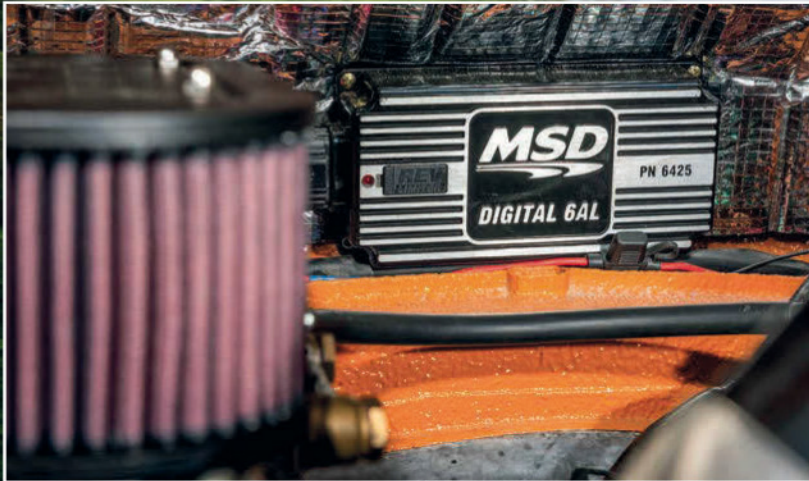
"I'm hoping that will make the ride a bit more pleasurable. After all, I want to enjoy driving this car, not be banged about. It's a road car, not a track machine."

The brakes are non-servo assisted, comprising billet alloy six-pot (front) and four-pot (rear) calipers, stainless lines and the biggest vented discs that would squeeze inside the 15-inch wheels.

Ground control

There's no doubt the end result is an impressive, desirable ride, but Paul remains grounded.

"If I'd found the car before work started on it, it probably wouldn't have ended up looking like this. I'd have found it hard to justify the money that's gone into the paint and bodywork of this build. Don't get me wrong, it's stunning, far better than my other cars, but nothing lasts forever."



▲ Purposeful looking shifter is from Numeric Racing and has a lock out to make sure you don't accidentally select reverse instead of second – easy to do with a dog leg 'box



“I want to enjoy driving the car, not be banged about. It's a road car, not a track machine”



"There were also so many bits missing when I bought the car, so much of the budget I had for the project has been spent on parts from Design 911. Ian there was so helpful, finding used parts in his archive, many of which are unavailable, even from Porsche, such as the glass panes for the opening rear windows. Unless you can find someone with good second-hand stuff like this, restoring one of these cars can prove very difficult, and very expensive."

To finish, Paul reflects on his personal automotive philosophy: "It's just about making a car your own. I suppose this comes from my background of owning,

building and personalising countless Beetles and Campers. The classic Volkswagen scene is all about individualisation, whereas much of the classic 911 scene is driven by what people think other enthusiasts want to buy, as well as a car's potential re-sale value."

Ground control

"Plenty of people have told me this interior will affect my car's financial worth, or make it less desirable to collectors, but I'm not really bothered about that. I've built it for me, nobody else."

"That said, my first drive in the car was to Stonor Park VW show and, as soon as I parked up, somebody tried to buy the car from me!"

Like it or dislike it – though we've a feeling there will be more 'likes' in the VW community than the Porsche one – one thing is for sure, there's no need for stimulants when you get behind the wheel of this one-of-a-kind 911. Just looking at it does that job for you. ■

➤ The orange beauty formed part of the air-cooled Porsche line up in the EMPI Hall at this year's VolksWorld Show Plus

✓ So you don't like the colour combination? Read my lips, says Paul



Start with a bare 'shell and it's easier to make sensible modifications like a whole new wiring loom and Classic Retrofit fuseboard



➤ The central fuel filler was already done when Paul bought the car, but hadn't been connected to the tank. Marste Engineering stepped up to the task



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On the right track

Travel the world in the comfort of your own home with this delightful Yoneya play set

Words and photos Bob Gilmore



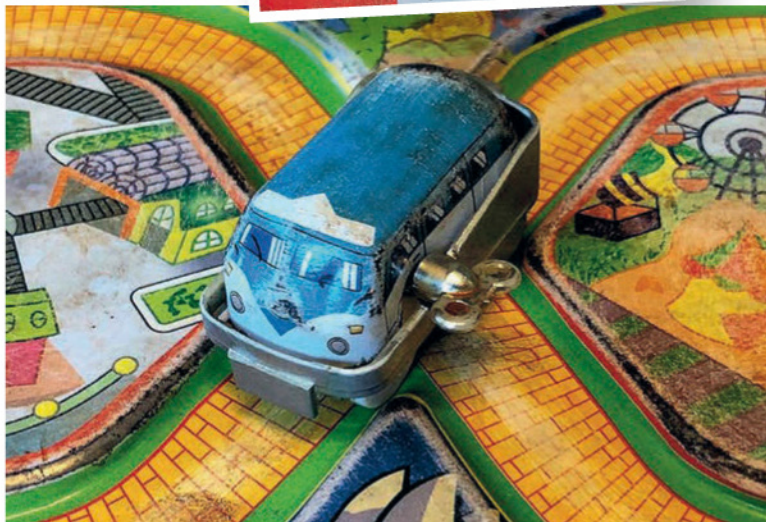
T

he Yoneya Toy Co. Ltd. was formed in Japan in 1950, and these days is more commonly referred to simply as Yone. The company used the trademark of a diamond lozenge around the letters SY throughout the 1950-'64

era when it produced a variety of tin plate toys, including various novelty items like the Hippo Bank, along with several clockwork carousel-type toys, road driving sets and military vehicles. Quite the back catalogue.

➤ Made in Japan, but with influences from all over Europe, and beyond

✓ The clockwork Bus is a fairly crude representation, but it's still obviously a Volkswagen, albeit a kind of bumper car version of one



In the early 1960s, Yoneya produced a very nice, tin lithographed, figure of eight track set with a VW Bus as the vehicle. The colourful track platform has the appearance of offset bricks for the roadway with a green grass verge around both sides.

In the background, there are graphics of well-known points of interests on route, including the Eiffel Tower, Big Ben, leaning tower of Pisa, Sydney Opera House, Taj Mahal and a desert cactus scene, perhaps meant to represent Arizona? This Bus certainly gets around!

There are also further graphics in the centre of a train track switching yard and a fairground park scene.

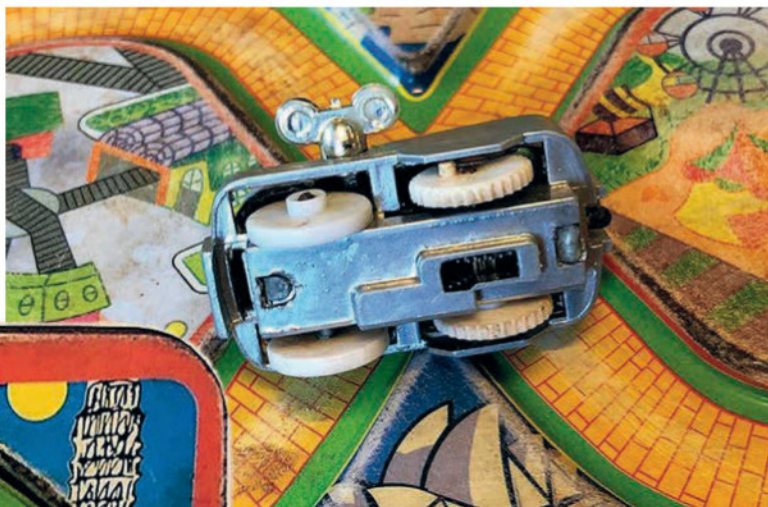
Play and display

The tin track platform measures 15 x 26cm, or about 6 x 20.5in, so perfect for display or play on a desk or table top.

The tin lithograph VW Bus represents a 1961 Transporter with a two-tone blue and off-white body colour scheme and lithographed windows with seats inside. The front of the Bus has a VW logo, headlights and turn signals.

< Three-dimensional graphics are a little crude but also quaint

> At 1/87 scale, you could easily lose this tiny Bus down the back of the sofa. It even has a reduction box on the motor to limit top speed



“perfect for display or play on a desk or table top”

< Where shall we visit today? Paris?

> Or maybe London?

✓ This Bus certainly looks like it's been on a world tour, signs of a life well lived



The chassis is made of plastic and has a key-wound clockwork motor with the key hole on the left-hand side of the Bus. The motor has a reduction gear set that drives the white plastic wheels very slowly – akin to a full-size VW Bus ascending a steep incline!

There is a silver painted plastic guard that goes around the Bus to keep the Bus on track.

Naturally, given the size of the roadway, the Bus is very small, measuring in at just 48mm, or around two inches in length, which equates to approximately 1/87 scale.

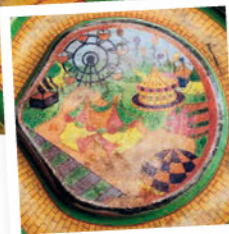
Yellow brick road

The box top is as colourful as the track, depicting the Bus travelling on the brick road. The Yoneya logo appears in the lower left corner, and the catalogue number 1931.

Look closely and you'll see the Bus depicted in the box art has Toys Club written on the sides, which does not appear on the actual toy. Those with an eye for grammar will also have noticed the word Club is spelt Culb above. Lost in translation perhaps?

Given the nicks and scratches on the Bus in the example shown here, I have no doubt this Yoneya VW Bus track set provided many hours of fun play time for someone, watching the little Bus travel around the track. It might drive you mad after a while, but it would be fun before it did!

These Japanese tin plate track platform sets have become very collectable in recent years, and a mint condition one in the box is both a rarity, and an absolute joy to find. Happy VW toy hunting. ■



△ A cheerful fairground scene is depicted within the right-hand half of the figure of eight track



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CURRENT LISTINGS

VOLKSWAGEN 1500



1969, 23000 miles, £16,500. VW Beetle 1500 model, with a flat windscreen, has been very well looked after in the 28 years I have had her, including her own garage! Over this time she has had more or less everything updated, replaced, painted and restored and I have a folder of receipts, invoices and MOT certificates. She has been fully refurbished inside and is completely colour coordinated throughout. She now has a 1600cc engine since late 2008 and clocked 7000 miles to date. Penny is MOT and TAX exempt, but she will have a full service before going off to her new home. Please call 07812075665, South West.

123387

VOLKSWAGEN KARMANN-GHIA



1967, 61404 miles, £6,800. Imported from California in 2020. It's been lowered with a stock width adjustable beam. Stock engine. Good interior. Good points - looks great! Drives, steers and stops. Lights and indicators work. Bad points - no wipers, horn or hazards. Hole in floor behind drivers seat, hole by battery. A few dents and scrapes, bubbling rust below doors. Please call 07905138846, East Midlands.

123118

VOLKSWAGEN BAY CAMPERVAN



1972, 2200 miles, £20,000. Reg: CRA 210L. Purchased June 2012. Refurb work from 2013 - 2018. Replaced rear driver's side panel, both inner arch lower panels and new plate under the passenger seat. Please call +447811075068, Yorkshire and the Humber.

122640

VOLKSWAGEN SPLITSCREEN CAMPER



1974, 53500 miles, £20,000. South African (right handed) fleetline. Imported in 1995, new safari windows installed. Brand new 1641 engine installed in 2012 along with new clutch, new polished crankshaft pulley, oil filler aluminium with billet screw cap angled, new alternator, CSP 14 inch front disc brakes. Creative engineering rack and pinion steering. Leisure battery in the interior. 240 hook up. Progressive Webber and full service. Comes with awning, fridge and small cooker. Lots of extras to come with the van. Please call 07794397638, South West.

123309

VOLKSWAGEN CAMPERVAN

1981, £12,500. Air cooled camper T25 2000cc tow bar, good runner, MOT and tax exempt and exempt from most road charges. Old MOTs and bills, new brakes and clutch. Please call 07863 262603, Greater London.

122486

VOLKSWAGEN CAMPERVAN



1975, £23,000. T2 Bay Camper. Tax exempt, recent full restoration, receipts available. Same owner for 24 years. Genuine reason for sale, due to wife's ill health. Insured for £28,000 would accept £23,000. Located in Somerset. Please call 07305316953, South West.

123113

VOLKSWAGEN CAMPERVAN



1972, 43000 miles, £27,000. It's fitted with: Power steering. Proper heater and gas bottle. Rock and Roll bed. 2 burner hob and gas bottle. Sink with electric pump. Please call 07711801116, South East.

122779

VOLKSWAGEN CAMPERVAN

2008, 80,000 miles, £23,500. VW t5 campervan based on a kombi, two tone paint job. Works carried out by Big V camper conversions include a Hi-Lo roof, gas store, new units with visual displays for electrics and gas. A Dometic fridge freezer hob and sink space saving table held in sliding door, lights in upper roof space and in tailgate. Comes with a vango air awning, a separate tv and dvd player and extras. This has been regularly serviced including a habitat certificate and mot and includes service history, a genuine reason for sale. Please call 07983977687, South West.

123248

VOLKSWAGEN TRANSPORTER T6



2019, 32633 miles, £52,500. VW 2.0 Highline T6 DSG 4 Motion LWB Transporter. Finished in Metallic Deep Black Pearl with Revo Stage One upgrade (230 ps) and privacy glass. Scorpion Driver S5 VTS Thatcham S5 rated GPS Vehicle Tracker and Immobiliser. Base vehicle is Highline Specification with multiple factory extras- including LED headlamps with LED Daytime Running Lamps and LED tail lamps, electric folding door mirrors, heated driver and front passenger seats, 2 dashboard USB points, 4 remote keys. Full service history. 2 owners. Next MOT due 28/11/2024. Full service history, long wheel-base, Black, 1 owner. Please call 07557474632, South West.

123114

VOLKSWAGEN TRANSPORTER

2000, 588300 miles, £6,250. We bought this vehicle October 2021 as a workshop project for the quieter times and completely refurbished it as follows: It had a full service, new cam belts, new exhaust, front brake pads and back brakes, rear brake wheel cylinders, cables, brake shoes and flexi hoses, 2 x refurbished axle assemblies, 4 x new rear wheels due to different number of studs. Rear body removed, slide bed mechanism refurbished, aluminium bed girders reinforced, all new bed electrics. Cab stripped and resprayed. We have no history about the engine before we purchased it, but it starts and runs fine. MOT until January 2025. GVW 3.5 ton with a carrying capacity of approximately 2.0 tons. Please call 01285644644, South West.

123132

VOLKSWAGEN TRANSPORTER T6



2017, 83000 miles, £35,000. 17 plate Transporter T6 DSG LWB 204. Stage 1 Remap 245bhp, DSG Remap, Solow Air Suspension 3H self levelling management, One off Navis GP7 Wheels. Electric twin sliding doors, tailgate, leather seats, sound deadened, carpeted panels, heated front seats, heated windscreen, front and rear dash cam, Alpine front speakers. 11 months warranty, fresh service. Bed with 2 HD drawers in the back. THQ v3 Led Headlights, sequential T6.1 rear lights. Removable towbar. MOT until December. Please call 07710576823, South East.

123305



TWO IS BETTER THAN ONE

Mark Walker on the joy of friendship

Is it just me, or is it a lot more fun working on cars with your mates than slogging away on your own? I recently volunteered to help a friend swap all the suspension on the Split Bus he's owned for 30 years. He'd bought the gearbox and front beam complete and, as I've done that job a number of times over the years, I thought it would be nice to get stuck in and help.

I also know how easy it is to put off big jobs like this on my own cars, so figured it'd help him to 'rip off the Band-Aid', as our American friends might say.

Of course, a couple of days turned into three and then, when we dropped the Bus to the ground with the new suspension fitted, it was too low. Even with the adjusters set as high as they would go, you still couldn't get a low-entry trolley jack under it.

Regular readers might remember I experienced the same issue with the narrowed beam I bought for my Beetle a while ago. I guess manufacturers are making beams for super-slammed rides, not a nice useable drop, these days.

So, I decided the dropped spindles needed to be swapped back for stock ones, then we could drop it just a couple of inches on the beam adjusters to get the required ride height.

None of this detail is of any consequence here, because I found the act of novelty – working on someone else's project – preferable to working on any of my own, and the whole process was a great *craic* because we also spent our time together chatting and putting the world to rights.

I think the lesson here is to try to make time to work on cars together. Working on cars on your own can be fun, but it can also be a very solitary experience, and difficult to muster the enthusiasm required.

Part of the trouble is we all have too many responsibilities these days. How many friends do *you* have that you haven't caught up with for ages, simply because there's always something in the personal or family diary that clashes with their personal or family diary? Or worse, you just get into the habit of keeping *out of touch*.

Working on Steve's Bus with him, and my trip to Spa last year with three mates, were both life-affirming experiences that reminded me of the power of friendship, as well as just how shit we guys (generally speaking) are at talking to each other on anything other than the surface level.

I'm convinced it's become worse since Covid, too. In those dark days, we all learned to spend time in isolation and, just like muscles in our bodies, we need to exercise our social muscles or we'll lose them altogether.

These two recent experiences have served as a timely reminder to me to reach out to friends regularly, to find times to meet up, and to work on cars together with a common goal. That is to finish some of

those 'unfinished projects' and get out on the road and enjoy them – preferably with the same friends.

It doesn't need to be a major mission, there are tons of cars and coffee-style meets around these days, or it could just be cruising in convoy to a nearby country pub. Anything is possible if you and your friends can collectively get, and keep, your VWs roadworthy.

As I type this, Steve's spindles are in pieces but should be back together by the end of this week. We've already talked about putting in some hours together on my '69 Westy too, as well as the camping trips we can take when both Buses are back on the road.

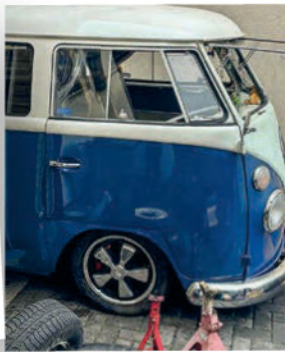
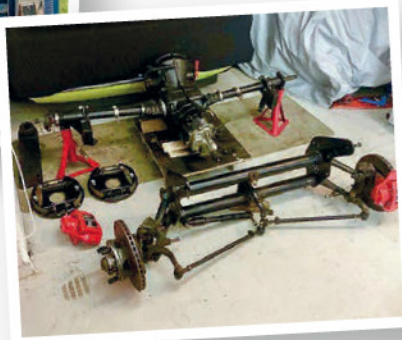
The thought of that alone has helped with the general irritability I feel at this time of year if I don't have a roadworthy Camper. I'm now optimistic we'll be camping together this summer. ■

“we need to exercise our social muscles or we'll lose them altogether”

✓ Steve has owned his RHD '67 with Devon Spaceway interior for 30 years, and the original running gear was due an overhaul



➤ So he bought this complete lowered, narrowed and upgraded brake set up from someone who put a Bus back to stock before they sold it to Germany



◀ But with it all fitted, it was too low for its planned use as a fully loaded Camper. Back to the drawing board then...



◀ Pressing apart the dropped spindles took a little ingenuity. Don't try this at home kids!

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